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TO: File

FROM: Christopher R. Bean, P.E.

DATE: May 31, 2006

RE: Derry-Londonderry
Exit 4A EIS, 5-31-06 Public Informational Meeting
CLD Reference No. 05-0244

LOCATION OF MEETING: Derry Municipal Building, 3rd floor Meeting Room

ATTENDEES:

Head Table

Jack Dowd	Town of Derry, 4-A Representative
Russ Marcoux	Town of Derry, Town Administrator
Dave Caron	Town of Londonderry, Town Manager
Brian Farmer	Town of Londonderry, Chair Council
Tom Dolan	Town of Londonderry Council
Bob Letourneau	State Senator
Bill Cass	NHDOT, Assistant Director of Project Development
Bill O'Donnell	FHWA, Environmental Program Manager

Project Team

Chris Bean	CLD Project Manager
Paul Konieczka	CLD Traffic Team
Jamie Paine	CLD Environmental Specialist
Dick Aliotti	Town Liaison
Jeff Simmons	Woodlot Alternatives
Roch Larochelle	CLD
Robert Lyford	CLD

Officials in Audience

Andre Garron	Town of Londonderry, Economic Development Director
George Sioras	Town of Derry, Planning Director
Michael Fowler	Town of Derry, Public Works Director
Tim White	Southern NH Planning Commission
Julie Chen	SNHPC

Elected Officials in Audience

Jim Rausch	State Representative, (65 Gulf Road, Derry)
Craig Bulkley	Derry Town Council
Chris Reisdorf	Derry Town Council
Brian Chirichiello	Derry Town Council Chair
Beverly Ferrante	Derry Town Council
Janet Fairbanks	Derry Town Council

Bob Marquis	205 By-Pass 28
Ralph Valentine	120 W. Broadway, Derry
Mark Raumikaitis	116 W. Broadway, Derry
LONDONDERRY	
Stephen Pepin	44 Trolley Car Lane
Steven Salvage	15 Trolley Car Lane, Londonderry
Donna Dickenson	24 Trolley Car Lane, Londonderry
Armand Provencher	24 Trolley Car Lane, Londonderry
Tammy/Steve Popp	57 Spring Rd, Londonderry
Lynn Wiles	46 Bartley Hill, Londonderry
Clarence Blaisdell	Londonderry
Ray Bresh	Londonderry

1. **Purpose of Meeting:** The purpose was to present an overview of the four “new interchange” alternatives (A, B, C & D) and the one “upgrade” alternative (F) being considered in the Draft Environmental Impact Statement (DEIS). The presentation included a description of each of the alignments as well as details associated with each alternative including environmental impacts. A more detailed presentation of the Towns’ “Preferred Alternative” A followed. The presentation was followed by a question and answer period.
2. **Introduction and Meeting Kickoff:** Jack Dowd introduced the Head Table, recognized other officials in the audience then turned it over to Chris Bean to introduce the Project Team. He explained the purpose of the meeting then turned it over to the Project Team for the presentation.
3. **Presentation**
 - a. **Purpose of Exit 4A** (Chris Bean)
 - To reduce congestion along Rte 102
 - To provide an alternative access to I-93
 - Promote economic development to reduce the tax burden
 - b. **Status of the Project** (Chris Bean): A Draft Environmental Impact Statement (DEIS) is currently being prepared. The sponsoring and lead agency is the FHWA. Project coordination has taken place and will continue to take place with the public, natural resource agencies, FHWA and the NHDOT. The project has been coordinated with the NHDOT’s I-93 widening project, such that the proposed interchange is compatible with the proposed I-93 widening project. In March project reached two major milestones. First, the Towns’ selected Alternative A as their Preferred Alternative. Secondly, the project was presented to representatives from the natural resource agencies and they gave the Towns approval to move forward with Alternative A, which is the most effective in addressing the purpose and need it also has the least amount of environmental impacts.
 - c. **Next Steps** (Chris Bean):
 - i. Complete the DEIS and issue it in late summer 2006.

- ii. Conduct a Public Hearing on the Preferred Alternative in the fall of 2006. At that time, more detail will be provided as to the anticipated impacts to specific properties. Also, proposed right of way takings and/or easements will be shown on the plans. The scale of the plans is too small (1 inch=100 feet) to discuss individual property impacts at this meeting however, we would be happy to meet after the meeting or at CLD to discuss information that is available. A copy of Alternative A will be posted on CLD's website (www.cldengineers.com) shortly. (Done 6/13/06)
- iii. Prepare the Final Environmental Impact Statement (FEIS) followed by a favorable Record of Decision (ROD)
- iv. Complete the design and Right-of-Way process
- v. Begin Construction in 2009

d. Alternatives Considered

- i. Engineering Layout (Chris Bean): A brief description of each of the four "new interchange" alternatives, the "upgrade" alternative and the no build alternative was presented. These alternatives were depicted on an overview map included in the attached power point presentation and the Evaluation Matrix, a copy of which was on display at the meeting.
- ii. Traffic (Paul Konieczka):
 - Used Southern New Hampshire Planning Commission's (SNHPC) regional traffic model tailored for this study area (Rte.128 in Londonderry east to Route 102 in Derry)
 - 2005 Base Year, 2025 Design Year for Interstate (compatible to I-93 work)
 - Developed 2020 projections for local streets/intersections for 10-yr design life
 - Picked key locations along Rte. 102 corridor to assess effectiveness of Alternatives in meeting the Purpose and Need of project
 - Rte 102 E of Exit 4
 - S Interchange options (A,B) resulted in a 26-29% decrease compared to No Build volumes
 - N Interchange options (C,D) resulted in a 20% decrease compared to No Build volumes
 - Minor Upgrade resulted in a 31% increase compared to No Build volumes
 - Rte 102 East of Maple St
 - S Interchange options (A,B) resulted in a 15-16% decrease compared to No Build volumes
 - N Interchange options (C,D) resulted in a 5-7% decrease compared to No Build volumes
 - Minor Upgrade resulted in a 29% increase compared to No Build volumes

- Interstate Traffic: A condition of the original FHWA approval for breaking the Limited Access Right of Way for Exit 4A was that there is no detrimental impact on I-93 operations with Exit 4A in place.
 - Analyses show that all roadway segments and ramp junctions would operate at an acceptable LOS C or better by 2025 with or without Exit 4A in place.
- Local Streets/intersections designed to handle 2020 peak hour volumes at LOS D or better. Level of proposed improvement varies by alternative.
- iii. Air Quality (Paul Konieczka)
 - Localized and regional conformity required
 - Regional AQ Conformity is being evaluated now by SNHPC as part of their on-going regular AQ conformity update.
 - ‘Hot-Spot’ analyses: National Ambient Air Quality Standards for Carbon Monoxide (35 parts per million (ppm) for 1 hour and 9 ppm for 8 hours)
 - Analyzed 3 intersections (Rte 102 @ Londonderry Rd, Fordway and Birch St.)
 - Found no violations of 1 or 8-hour standards (max value was 4.7 ppm for all cases)
- iv. Noise Evaluations (Paul Konieczka)
 - Noise impacts were based on evaluation of existing versus proposed levels at various ‘receptors’ along corridors.
 - Number of receptors for each alternative ranged from 250-380 locations
 - FWHA noise abatement criteria are defined at Peak Hour noise levels of 67 decibels for residences and greater than 72 decibels for commercial properties. Noise impacts at specific receptors are defined as follows:
 - “Approaching Impacts” are within 1 decibel of the above thresholds (66decibels for residences, 71 decibels for commercial)
 - “Equal Impacts” are at the above thresholds
 - “Exceed Impacts” are over the above thresholds
 - Results
 - No-Build with 18 impacts and Upgrade with 21 impacts have the highest noise levels (maximum noise level 93-94 decibels)
 - Alt A has the highest number of receptors impacted (22), but the highest value is the same as it would be under the No-Build case for the same receptor
 - Alts B,C & D all have 6 receptors impacted, but the highest value is the same as it would be under the No-Build case
- v. Natural Resources (Jeff Simmons): A copy of this power point presentation is attached to the office copy of this memo and also posted on the CLD website.
- vi. Historic Resources/Hazardous Materials (Jamie Paine): The steps completed to review for properties that are eligible for the National Register of Historic Places were first presented. After reviewing the area and meeting with the

NH Division of Historical Resources (NHDHR), it was determined that the only potentially historic resources located on the four new interchange Build Alternatives (A, B, C & D) were two residential properties located at the eastern end of Tsienneto Road and a potentially historic property located west of the northern interchange. NHDHR determined that proceeding with the Minor Upgrade Alternative (Alt F), would not be a prudent alternative as there are numerous properties that are eligible for the National Register of Historic Places. The impacts associated Alt F would be greater than any of the new interchange alternatives. The project area was reviewed to determine whether potential hazardous material or contaminated sites exist along each alternative corridor. The sites of greatest concern would be those that the project would actually cross over or would be located down gradient from the site. A summary of the potential hazardous waste sites for each alternative is as follows:

<u>Alternative</u>	<u>Within 1,000 feet</u>	<u>Within 500 feet</u>
A	4	16
B	2	17
C	5	18
D	7	29
F	12	30

- vii. Socioeconomic Impacts: (Chris Bean): Per the guidance received from the Environmental Protection Agency, Army Corps of Engineers and the NH Department of Environmental Services, RKG Associates, our specialized subconsultant completed a review of the socio-economic data associated with the project and also worked with a panel of experts to receive their input and determinations on what effect the alternatives would have on the outlying towns of Auburn, Chester and Sandown. The initial results from the panel's review indicate that the project will not result in measurable impacts to the Towns of Auburn, Chester and Sandown over and above those anticipated with the I-93 widening project.

e. Detailed Presentation of Alternative A (Chris Bean)

- i. Overall Length: 3.2 miles (1.0 mile new location, 1.6 miles reconstruction)
- ii. Interchange Area: The project includes a new diamond shaped interchange with full access to and from the north and south on I-93. The connector road will extend to the east only. Signalized intersections at the ramp intersections will be provided. Two residences on Trolley Car Lane will need to be acquired. The proposed I-93 sound walls mitigating noise to Trolley Car Lane residences on the west and Seasons Lane residences on the east will be perpetuated.
- iii. Connector Road: Limited Access Right of Way (approximately 300 feet) will be provided east along the Connector Road to protect the integrity of the ramp intersections. The remaining Connector Road, which will be a Town Road, will have a "Right of Way" designation. Approximately halfway between the

northbound ramp intersection and the intersection with North High Street, a major town road will be provided. The Connector Road will be designed to accommodate 2 lanes of traffic in each direction along with a raised median island that can be broken at major intersections for turning movements.

- iv. North High St to Pinkerton St: Two through lanes each direction plus turn lanes at intersections as needed, traffic signals at North High, Franklin, Rte 28 and Pinkerton St. Along Folsom Road all the road widening will be accomplished to the north e.g., no widening along the curb line to the south. Several properties along the north side of Folsom Road and two strip business buildings located opposite Madden Road and North High St. will need to be acquired.
- v. Rte 28 Bypass/Tsienneto Road Intersection: Additional lanes and lengthening of some existing turn lanes on all four approaches will be included. Widening of the approaches will be required.
- vi. Tsienneto Road Easterly Section from Barkland Drive to Rte. 102: this existing roadway will be widened to 28-30 feet (11 foot travel lanes with 2-4 foot wide shoulders) to make it consistent with the existing roadway typical located immediately to the west of this section to Bypass Rte 28. In addition, the roadway will be fully reconstructed from Scenic Drive to Jeff Lane with the centerline shifted approx 4 ft max to the south and the grade adjusted to improve stopping sight distance along Tsienneto Road as well as intersection sight distance from Scenic Drive to and from the east. Minor strips of right of way along with slope easements will be required. No building acquisitions will be required.
- vii. Tsienneto Road/Rte 102 Intersection: Additional lanes and lengthening of some existing turn lanes on all three approaches will be included. Widening of the approaches will be required. Signalization of this intersection will be included.
- viii. Estimated Cost: \$24.7 million in fiscal year 2009 (Including PE, ROW and Const.)

4. Public Input (the input was summarized by major category.

- a. **Londonderry Council Chairman Brian Farmer**: thanked the Project Team for their good efforts, acknowledged that a lot of work has been accomplished and he was interested in hearing public input.
- b. **Senator Letourneau**: spoke in favor of the project in that it promotes economic development and improve environmental quality by reducing congestion.
- c. **State Representative Jim Rausch** expressed support for the project. He noted that the area has to deal with increased traffic. He was most interested in hearing input so concerns can be documented and addressed as much as possible.
- d. **Derry Fire Chief George Klauber** spoke in favor of the project. He feels that the new exit will help reduce response times both to Parkland and Manchester hospitals.

- e. **Roberta Robie**, former Citizens Advisory Member spoke in favor of the project. She feels that traffic moving along in the east-west direction has several options to make turns to the north and south. This will help integrate the traffic flow to other streets.
- f. **Albert Dimmick**: believes people will use 4A and note that we need it now.
- g. **Folsom Road**
 - i. Ben Ouellette lives in a house that is proposed to be acquired. How long before the house will be taken? *The actual acquisition will not take place until the permitting and ROW processes are completed, which will most likely be in 2009.*
 - ii. **Ben Ouellette** was concerned about access from the many town road side streets such as Concord, Laconia and Manchester St. that connect up to Folsom Road on the south. *No closings of the intersections are currently proposed. In some cases, the streets will intersect where there is a proposed opening in the curbed median island. In those cases full access will be allowed, although no signalization is proposed at this time. Where the side streets intersect opposite a curbed median island, only right turns in and out will be allowed. U-turns are allowed at all intersections so it may be necessary for certain motorists to utilize this movement in order to travel to and from both directions.*
- h. **Tsienneto Road (Bypass Rte. 28 to Rte. 102)**
 - i. Terry Regan expressed concern about higher travel speeds and safety for neighborhood children.
 - ii. Ed Gendreau does not believe traffic will go and use Exit 4A. He suggested making Tsienneto Road one-way to the west and force eastbound traffic to the south at Bypass Rte. 28.
 - iii. Alan White requested that a sidewalk be provided for children etc to improve quality of life. *A sidewalk is not proposed as part of this project. Constructing a sidewalk can be costly since it requires a closed storm drainage system as well as the need for additional rights of way. The goal of this project is to make the easterly portion of Tsienneto Rd. include the same travel lane and shoulder width as the westerly portion. The proposed shoulder will serve as an area for bicyclists and pedestrians to use. This project does not preclude the construction of a sidewalk independent of this project.*
 - iv. Ron Goldthwaite expressed concern about noise. How will the project affect residents? *Paul indicated that at this time we do not have the information available to answer a specific question. However, the Draft Environmental Impact Statement will include detailed information about anticipated noise impacts as well as explanations about the criteria used to determine whether there is an impact or not.*
 - v. Jim McEachern asked if the project will include raising the grade of Tsienneto Road near the intersection with Rte 102 to be above flood stage.

No grade improvements are proposed in this area in order to avoid impacts to abutting wetlands. The proposed project work in this area involves minor widening only.

i. Tsienneto Road (Rte. 28 to Bypass Rte. 28)

- i. Maureen Rose was concerned that vehicles will find it more difficult to make left turns out of the Post Office and other mid block driveways. *A painted turn lane area will be perpetuated. This will continue to serve as a refuge area to facilitate these left turns. The intersection at Bypass Rte. 28 will be improved with the addition of lanes and proposed lengthening of other lanes.*
- ii. Judy Gendreau was concerned about trucks in that they are going too fast now.

j. Ross' Corner

- i. Amy McDonald was concerned about traffic flow at Ross' Corner. *Paul explained that additional traffic lanes are being provided and some existing lanes are being lengthened to accommodate the projected traffic flows in the year 2020, which represents a ten year design year for the local street network.*

k. Trolley Car Lane

- i. Steve Bopp was concerned about how contractors will gain access to the work site along I-93. *Is it possible they will be crossing private property of Trolley Car Lane residents? The right of way plans will include the anticipated rights of way for the contractor to construct the project. At this time, we do not anticipate the need to provide contractor access to or from Trolley Car Lane.*
- ii. Steve Bopp wondered what the ramps would look like from the Trolley Car Lane side. *It was explained that the proposed Connector Road bridge would be constructed about 20 feet higher than existing I-93. The proposed southbound off and southbound on ramps will be constructed with embankment fills adjacent to I-93 to a point where they will match up with the Connector Road at the ramp intersections. This will result in grassed embankments where there are no embankments today. The ramps will include a sound wall that will mitigate noise impacts to the abutting neighborhoods.*

l. Wetland Mitigation

- i. Janet Fairbanks wondered why the major wetland mitigation was being proposed off-site as opposed to in the West Derry. *The natural resource agency officials responsible for permitting the project create the list of preferred sites based on their judgment. They do not treat town lines as limiting factors. Instead, they are most concerned with providing the most effective mitigation for project impacts considering the "big picture."*

m. Wells

- i. Steve Bopp wondered how potential impacts to artesian wells will be handled during construction. *Well surveys will be taken before, in some cases during and in all cases after construction in order to identify potential impacts. Wells within a certain distance of the work will be eligible for this monitoring program.*

n. Industrial/Commercial Land

- i. Bob Mouguis asked if anyone had inquired about Exit 4A enhanced land in Derry for commercial/industrial use. *George Sioras indicated that he gets calls from time to time in Derry and Andre Garron indicated that there is interest in Londonderry. Russ Marcoux explained that there is a Tax Increment Financing district proposed on the segment of Rte. 28 north of Ross' Corner through Ashleigh Drive and there has been significant interest in private development along this corridor, which would be enhanced by Exit 4A.*

o. Trolley Car Lane

- i. Donna Dickerson: how will drainage be handled that flows alongside the proposed westerly I-93 slopes? *Drainage will be accommodated by the project. This element of design will be completed at the future Slope Line and Drainage Final Design project phase.*

p. Derry Town Council Contract Approval

- i. Roberta Robie questioned when the council approved funding the most recent study. *Russ Marcoux indicated that funding was included in the budget.*

If these notes are not in keeping with your recollection of this meeting, please reply within 5 business days.

cc: Jack Dowd, Russ Marcoux, Brian Farmer, Dave Caron, Bill O'Donnell, Bill Cass, Exit 4A Project Team and Posted on CLD website.