Preliminary Engineering (PE)

- Engineering Study
- Preliminary Design
- Final Design / PS&E
- Bid Phase

Section #15
Preliminary Design

Prior to beginning

- Engineering Study approved By NHDOT ✓
- Cost estimate updated with NHDOT ✓
- Schedule updated with NHDOT ✓
- “Received Authorization to Start”

Preliminary Design ✓

or “RATS” work is ineligible!!
8 Preliminary Design Steps

1) Perform Environmental Study & Classification

2) Submit Environmental Document for NHDOT review and NEPA approval

3) Coordinate utility relocation

4) Refine plans and cost estimate of the Proposed Action
5) Document design exceptions

6) Review project with Traffic Control Committee

7) Submit Preliminary Design documents for NHDOT review and approval

8) Conduct public hearing for eminent domain, if necessary
Step #1 - Environmental Study and Classification

NEPA basics:

- NEPA – National Environmental Policy Act
- All projects get “Classified”
- Most LPA Projects get classified as a “Categorical Exclusion”
- Results in an Environmental Document and Commitments that must be followed to build your proposed action

Section #17
NEPA requires a review of the effects of all:
- Federal,
- Federally Assisted, and
- Federally Licensed Actions

The level of review varies based on Proposed Action and Resources Affected
Environmental Study and Classification

NEPA:

Federal Laws
- National Historic Preservation Act
- Endangered Species Act
- Clean Water Act
- Land & Water Conservation Fund
- Coastal Zone Management Act
- Others

State Laws
- Native Plant Protection Act
- Dredge & Fill in Wetlands
- Endangered Species Conservation Act
- Shoreland Water Quality Protection Act
- Others

Interdisciplinary Approach

Section #17
The environmental process...

- Contact Affected Groups
- Identify the Resources
- Identify the Purpose and Need
- Involve the Public / Stakeholders
- Identify & Begin Vetting Proposed Action

- Determine Project Classification
- Satisfy Resource Agencies / FHWA
- Submit Environmental Document
- Receive NEPA Commitments Memo

NEPA shall be completed before Final Design
Project classifications:

- **Class I** - Environmental Impact Statement (EIS)
- **Class II** (Almost All LPA projects)
  - Programmatic Categorical Exclusion (75%)
  - Individual Categorical Exclusion (25%)
- **Class III** - Environmental Assessment (EA)
Programmatic Categorical Exclusion

- Most common LPA classification (75%)
- Called: “Programmatic CE”
- These types of projects have a demonstrated history of not having significant environmental impacts

See handout for List of Programmatic Activities (March 2016)
Env. Study & Classification

Use Determination Form to classify your project

- Called Categorical Exclusion Programmatic Determination Checklist Form
- The completed form becomes your Environmental Document w/ attachments
- Has helpful 16 question checklist
- All Answers “No” = Programmatic CE
- If one or more Answer “Yes”, then Individual CE

See handout for copy of form
Environmental Study and Classification

Individual Categorical Exclusion

- Approx. 25% of LPA Projects
- Answered Yes to one or more of the 16 questions on the Programmatic Determination Checklist Form
- Requires the rest of the Programmatic Determination Checklist Form to be completed
- Still step wise NEPA process
- Needs FHWA concurrence

Section #17
Programmatic CE Determination Checklist Form

State of New Hampshire – Department of Transportation

CATEGORICAL EXCLUSION
PROGRAMMATIC DETERMINATION CHECKLIST

Action/Project Name: CITY or TOWN
Federal Project Number: X-A001(###)
State Project Number: ######
CE Action Number: #

Description of Project (Attach Location Map, As Appropriate):

DETAILED DESCRIPTION SHOULD INCLUDE:
1) PROJECT LIMITS,
2) PROJECT LOCATION,
3) PURPOSE AND NEED,
4) DESIGN PARAMETERS,
5) ANY OTHER SPECIAL CONSIDERATIONS.

www.nh.gov/dot/org/projectdevelopment/environment/documents.htm

Section #17
# Env. Study & Classification

## 16 Question Checklist

**Yes / No questions related to:**

- Right-of-Way, Traffic, Access, Cultural Resources, Section 4(f), Section 6(f), Wetlands, Coast Guard, Floodways, Water Quality, Scenic Rivers, Noise, Endangered Species, Air Quality, Coastal Zones, and Other Resources

*See handout for Guidance Document*

**Section #17**

---

<table>
<thead>
<tr>
<th>PROGRAMMATIC CATEGORICAL EXCLUSION (CE) CRITERIA</th>
<th>NO</th>
<th>YES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Right-of-Way — Does the proposed action result in any residential or non-residential displacements, or acquisition of property rights to an extent that impairs the functions of the affected property? Does the proposed action include acquisition of land for hardship or protective purposes?</td>
<td>□</td>
<td>□</td>
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<tr>
<td>2 Traffic — Does the proposed action result in capacity expansion of a roadway by addition of through lanes?</td>
<td>□</td>
<td>□</td>
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<tr>
<td>3 Right-of-Way Access — Does the proposed action involve the construction of temporary access, or the closure of existing road, bridge, or ramp that would result in major traffic disruptions? Does the proposed action involve changes in access that pertain to interstates/highway? or that have wide-reaching ramifications?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>4 Cultural Resources — Does the proposed action have an Adverse Effect on historic properties pursuant to Section 106 of the National Historic Preservation Act?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>5 Section 4(f) — Does the proposed action require the use of any property protected by Section 4(f) of the 1989 USDOE Act, that cannot be documented with a negligible impact determination, or a programmatic Section 4(f) evaluation, other than the programmatic evaluation for the use of historic bridges?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>6 Section 4(f)/Endangered Species — Does the proposed action require the acquisition of any land under the protection of Section 4(f) of the Land and Water Conservation Act of 1965, or other publicly funded conservation areas?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>7 Wetlands/Corps Waters — Does the proposed action require an Army Corps of Engineers Individual Permit pursuant to the Clean Water Act, and/or a Section 10 permit pursuant to the Rivers and Harbors Act of 1989?</td>
<td>□</td>
<td>□</td>
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<tr>
<td>8 US Coast Guard — Does the proposed action require a US Coast Guard bridge permit?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>9 Floodway/Floodplain — Does the proposed action encroach on the regulatory floodway of watercourses or water bodies, resulting in more than a nominal increase in base flood elevation? Does the proposed action have a significant or adverse impact on floodplain values, or create a significant risk to human life or property?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>10 Water Quality — Does the proposed action have more than a negligible impact on water quality?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>11 Wild and Scenic Rivers — Does the proposed action require construction in, access, or adjacent to a river designated as a component of, or proposed for inclusion in, the National System of Wild and Scenic Rivers?</td>
<td>□</td>
<td>□</td>
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<td>12 Noise — Is the proposed action a Type I highway project?</td>
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<td>□</td>
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<td>13 Endangered Species — Is the proposed action likely to adversely affect species or critical habitat of species protected by the Endangered Species Act, or result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>14 Air Quality — Is the project inconsistent with the State Implementation Plan in an area not attainment area, or the Statewide Transportation Improvement Program, or in applicable urban areas the Transportation Improvement Program?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>15 ESEA — Is the project inconsistent with the State’s Coastal Zone Management Plans?</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>16 Other — Are there other major issues of concern that would benefit from a more detailed discussion?</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

*If the answer to all of the above questions is NO, the proposed action qualifies for classification as a Programmatic Categorical Exclusion. If the answer to any of the above questions is YES, the proposed action does not qualify for classification as a Programmatic Categorical Exclusion.*
PD
#1

Env. Study & Classification
Programmatic CE Form
discussion section

➢ Fill in additional information
➢ Demonstrate understanding of issues
➢ Allows NHDOT/FHWA to complete approval process

Section #17
Env. Study & Classification

Checklist form attachments

- Location map
- Section 106 memo
- NHNHB memo
- USF&WS memo
- FIRMETTE and/or NHOEP memo
- Section 6(f) memo
- Contamination review
- Photographs
- Plans

Section #17
Programmatic CE Question

#1 - Right-of-Way

Does the proposed action result in any residential or non-residential displacements or acquisition of property rights to an extent that it impairs the functions of the affected property?

Does the proposed action include acquisition of land for hardship or protective purposes?
To qualify for Programmatic CE:

- Proposed Action cannot require the acquisition of residences or businesses, and
- Project acquisitions or permanent easements cannot impair the function of the property

Need to document and determine impacts

Section #17
Programmatic CE Question #2 - Traffic

Does the proposed action result in capacity expansion of a roadway by addition of through lanes?
Traffic Guidance

- A project resulting in capacity expansion of a roadway by the addition of through lanes will be disqualified as a Programmatic CE.
#3 – Roadway Access

Does the proposed action involve the construction of temporary access, or the closure of an existing road, bridge, or ramps that would result in major traffic disruptions?

Does the proposed action involve changes in access that pertain to interstate highways, or that have wide-reaching ramifications?
Major traffic disruptions (disruptions beyond normal project conditions) are defined on a case by case basis in consultation with NHDOT and FHWA. Most LPA projects are not going to have major traffic disruptions.
Programmatic CE Question

#4 - Cultural Resources

Does the proposed action have an Adverse Effect on historic properties pursuant to Section 106 of the National Historic Preservation Act?
Environmental Study and Classification

Cultural Resource Guidance

- Some LPA projects won’t need Cultural Resource Agency review

- NHDOT Bureau of Environment can review and process certain types of projects with minimal or no potential to cause effects to historic resources

New streamlining effort for LPAs and DOT

Section #17
Environmental Study and Classification

What kinds of projects/actions?

- “Appendix A and Appendix B Undertakings” listed in the Section 106 Programmatic Agreement
- Some Post 1945 Bridges / Culverts

See handouts for SHPO Section 106 Programmatic Process and Post 1945 Guidance

Section #17
Environmental Study and Classification

But if you have potential cultural resources then:

- Submit RPR (Request for Project Review)
- Attend Cultural Resource review
- Determine Area of Potential Effect
- **Determine your project's effect**
  - No historic properties affected?
  - No adverse affect? or
  - Adverse affect?

This is an FHWA decision with SHPO concurrence
Environmental Study and Classification

Cultural Resources Guidance Continued

- Sponsor fills out LPA Effects Memo
  - Discusses project effect
  - FHWA and Sponsor sign
  - Represents approval
  - Required

See handout for copy of Effects Memo

Adverse Effect = Individual CE

Section #17
Programmatic CE Question

#5 – Section 4(f)

Does the proposed action require the use of any property protected by Section 4(f) of the 1966 USDOT Act, other than a *de minimis* impact determination?
Section 4(f) Resources are:

- Publicly owned public parks and recreation areas
- Fish & waterfowl/wildlife refuges
- National Register listed/eligible historic properties
Section 4(f) Guidance

- Consult with Local, State and/or Federal Agencies for publicly owned Public Parks and Recreation Areas and Fish & Waterfowl/Wildlife Refuges
- Consult during Monthly Resource Agency Meetings for potential 4(f) resources (historic and/or natural)
- The specific 4(f) resource and the impacts to it from the proposed action will need to be vetted to determine yes or no
Programmatic CE Question #6 – Section 6(f)

Does the proposed action require the acquisition of any land under the protection of Section 6(f) of the Land and Water Conservation Act of 1965, or other publicly funded conservation areas?
Section 6(f) Guidance

- Section 6(f) Lands are administered through the NH Department of Natural and Cultural Resources (Formally DRED)

- Consult with them to determine if 6(f) lands are involved in your project area
Environmental Study and Classification

Other Publicly Funded Area Guidance

- Contact the Stewardship Specialist at the NH Conservation Land Stewardship (CLS) Program and the Executive Director at the Land and Community Heritage Investment Program (LCHIP)
# Programmatic CE Question

#7 – Wetlands & Surface Waters

Does the proposed action require an Army Corp of Engineers Individual Permit?

and/or

A section 10 permit pursuant to the Rivers and Harbors Act of 1899?

Section #17
Environmental Study and Classification

Wetlands Guidance

- Perform wetland delineation
- Determine amount and type of wetland impacts
- If jurisdictional wetland impacts are 3 acres or greater, then an Army Corp of Engineers Individual Permit is required

Section #17
Rivers and Harbors Guidance

- Proposed actions conducted below the ordinary high water (OHW) elevation of navigable waters need to be permitted by Army Corp
- Natural Resource Coordination Meetings can be utilized to help determine permit thresholds and mitigation requirements

Section #17
Programmatic CE Question

#8 – US Coast Guard

Does the proposed action require a US Coast Guard bridge permit?
Alteration or replacement of bridges over navigable waters may require a Bridge Permit from the Coast Guard.

If the Coast Guard confirms that a Bridge Permit is required, then the action does not qualify for a programmatic CE.

See handout for definition of navigable waters.
Programmatic CE Question

#9a - Floodways
Does the proposed action encroach on the regulatory floodway of water courses or water bodies, resulting in more than a nominal increase in base flood elevation?
Environmental Study and Classification

Floodway Guidance

- Review Flood Maps to determine if action is located in regulatory floodway
- If so, perform hydraulic analysis and determine rise in flood elevation
- Generally rise < 1 foot qualifies for Programmatic CE

Section #17
Programmatic CE Question

#9b - Floodplains

Does the proposed action have a significant or adverse impact on floodplain values, or create a significant risk to human life or property?

Source: NFIP Guidebook, FEMA
Environmental Study and Classification

Floodplain Guidance

- Review National Flood Insurance Program Maps
- Consult Local, State, and Federal entities relative to floodplain management programs and required analysis
- Discuss at Natural Resource Agency monthly meetings

Section #17
Programmatic CE Question

#10 – Water Quality

Does the proposed action have more than a negligible impact on water quality?
Environmental Study and Classification

Water Quality Guidance

➢ Look for both surface water and groundwater resources
➢ Review at Natural Resource Agency monthly meeting
➢ Consult with NHDES about sensitive water resources
➢ Follow Alteration of Terrain (AOT) and National Pollutant Discharge Elimination System (NPDES) requirements

Section #17
Programmatic CE Question

#11 – Wild and Scenic Rivers

Does the proposed action require construction in, across, or adjacent to a river designated as a component of, or proposed for inclusion in, the National System of Wild and Scenic Rivers?
Lamprey River and Wildcat River

If a project will impact the channel or banks of a W&S River or the channel or banks of a river below, above, or on a stream tributary to a W&S River, then the action will not qualify for Programmatic CE approval.
Programmatic CE Question

#12 - Noise

Is the proposed action a Type I highway project?
To qualify for a Programmatic CE, the propose action must not be a Type I project which would consist of the following:

- Construction of a new highway
- Substantial alteration to vertical or horizontal alignment
- Addition of through lanes
Programmatic CE Question

#13 - Endangered Species

Is the proposed action likely to adversely affect species or critical habitat of species protected by the Endangered Species Act, or result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act?
Endangered Species Guidance

- Check New Hampshire Natural Heritage Bureau (NHB), US Fish and Wildlife (USFWS), and Information Planning and Conservation System (IPAC) Websites

- If positive, then further coordination will be necessary

*New Guidance Coming for Bats

Section #17
Programmatic CE Question #14 - Air Quality

Is the project inconsistent with the State Implementation Plan in air quality non-attainment areas, or the Statewide Transportation Improvement Program, or, in applicable urbanized areas the Transportation Improvement Program?

Section #17
Project must be listed in the STIP - Statewide Transportation Improvement Plan

- Project must **not** be listed as “regionally significant” in the STIP

**Section #17**
Programmatic CE Question

#15 - CZMA

Is the project inconsistent with the State’s Coastal Zone Management Plan?
Coastal Zone Guidance:

- Proposed Actions in coastal communities may require a federal consistency review as determined by coastal program consistency coordinator at NHDES.
- If so, an intergovernmental review process is coordinated thru the Grants and Compliance section of the Office of Energy and Planning (OEP).
- Other permits may cover these requirements.
Programmatic CE Question

#16 - Other

Are there any other major issues of concern that would benefit from a more detailed discussion?
Question #16 “Other” Items

Other issues may disqualify project from Programmatic CE:

- Public Opposition
- NH Designated River
- Lakes Management Program
- Comprehensive Shore Land Protection Act (CSPA)
- Certain population groups .....
Environmental Justice Populations:
- Elderly
- Minority
- Low Income
- Disabled
- Limited English Proficiency

Request analysis from NHDOT

Section #17
Step #2 - Submit Environmental Study for NHDOT Review and NEPA Approval

Completed Determination Form

16 answers all “NO” = Programmatic CE

or

1 or more answers “Yes” = Individual CE and remainder of Determination Form needs to be completed

Section #17
Submit Environmental Study for NHDOT Review and NEPA Approval

Add environmental commitments

Commitments need to:
- Be Tracked
- Use the word “SHALL,” not “should” or “will”
- Come from the Environmental Review process

Section #17
Submit Environmental Study for NHDOT Review and NEPA Approval

Example Cultural Commitment

“All work within 25 feet of the cemetery, exclusive of work within the footprint of the existing roadway, shall be monitored by a 36 CFR 61 qualified archaeologist”
Submit Environmental Study for NHDOT Review and NEPA Approval

Example public input commitment

“One lane in each direction shall remain open to the travelling public Monday thru Friday during the hours of 3pm to 6pm to help facilitate school buses and higher traffic volumes in the weekday afternoons”
Submit Environmental Study for NHDOT Review and NEPA Approval

NHDOT review time lines

- Programmatic CE: 1-2 Weeks
- Individual CE: 2-3 Weeks
  (Requires review and approval by FHWA)
- Programmatic 4(f): 3-4 Weeks
- Full 4(f): 14-16 Weeks
  (Requires US Dept. of Interior Review)
Submit Environmental Study for NHDOT Review and NEPA Approval

Final Product – NEPA Complete Memo

- NHDOT Bureau of Environment will issue a NEPA Complete Memo to NHDOT Project Manager
- We send copy to Sponsor and consultant (both keep copy)
- Memo will be needed later prior to bidding project (PS&E Stage)

** NEPA shall be completed before Final Design

Section #17
Step #3 – Coordinate Utility Relocation
Step #3 – Coordinate Utility Relocation

- Determine if utilities need to be relocated and who pays?
- Determine if work will be part of the LPA construction contract
- Determine time lines needed
Step #3 – Coordinate Utility Relocation

Rules and Policies

➢ There are rules and policies in place for the relocation of utilities based on type of ownership and type of right-of-way

➢ See Section 20 of the LPA Manual

➢ See NHDOT Utility Accommodation Manual (UAM)
Step #3 – Coordinate Utility Relocation

Utility Accommodation Manual (UAM)

- UAM discusses minimum requirements for location, installation, adjustments and maintenance of utilities
- Section 16 of UAM lists situations that qualify for reimbursement *(see handout)*
- NHDOT Policy to *not* participate in the burying of aerial utilities for aesthetics

Section #20
Utility conflicts can:
- cause delay,
- be costly,
- or even deadly!
Many Combinations of Ownership and Operators:

- Private
- State
- Abandoned
Step #3 – Coordinate Utility Relocation

Railroad Coordination

- Coordinate thru your NHDOT PM
- State Owned/Managed RR corridors involve Bureau of Rail and Transit
- Privately Owned/Operated Railroads involve NHDOT Design Services Section
- Entering a rail corridor without permission is trespassing – Temporary Use Agreements are required
Step #3 – Coordinate Utility Relocation

Typical RR Projects:
- Active railroad crossing thru your project (Pan-Am, Amtrak, etc...)
- Active railroad with trail nearby
- Abandoned Rail Trail / Multi-Use Paths

NHDOT owns most abandoned rail corridors
Dept. of Nat & Cult Resources Manages most abandoned rail corridors

Section #20
Step #4 – Refine Proposed Action

Incorporate comments from:

- Engineering Study Review
- Public Input Process
- NEPA Process

The NEPA process may end up modifying your previous Engineering Study “Proposed Action”
Refine Proposed Action

Refine design plans and costs:

- Refine general plans and profiles
- Refine typical and critical cross sections
- Cost Estimates – NHDOT 2016

Standard Item Nomenclature

Section #15
Refine Proposed Action

Develop specific types of design plans appropriate to project

Structural, Alignment, Drainage, Curbing, Signals, Pavement Markings, Signs, Traffic Control, Preliminary ROW, etc...

Section #15
Step #5 – Document Design Exceptions

Section #16
### FHWA 10 Controlling Criteria

**National Highway System (NHS)**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Design Speed</th>
<th>Lane Width</th>
<th>Structural Capacity</th>
<th>Vertical Clearance</th>
<th>Shoulder Width</th>
<th>Stopping Sight Distance</th>
<th>Cross Slope</th>
<th>Superelevation Rate</th>
<th>Horizontal Curvature</th>
<th>Maximum Grade</th>
<th>Horizontal Clearance</th>
<th>Vertical Curvature</th>
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<td>Section #15 &amp; #16</td>
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</tbody>
</table>
If less than 50 mph, then only 2 controlling criteria:

- Design Speed
- Structural Capacity

Applies to all National Highway System (NHS) Highways

NHDOT practice to apply this to all roadways

Section #15 & #16
Additional design elements

- Clear Zone
- Intersection Sight Distance
- Hydraulic Opening
- Queuing
- Level of Service
- Roadway Ponding
- And more...........

Section #15 & #16
Submit Early

- Submit Design Exception Documentation along with Preliminary Design submittal

- The Design Exception shall be granted no later than the Preliminary Plan stage

See handout for Design Exception info

Section #15 & #16
Step #6 – Traffic Control Committee (TCC) Review

TCC Policy & Memo

- TCC was created from the Work Zone Safety and Mobility Policy adopted 2007
- See NHDOT Website for Policy
- TCC requires Sponsor and/or Consultant to fill out memo describing project

SECTION 23
Step #6 – Traffic Control Committee (TCC) Review

- TCC memo submitted to NHDOT PM
- Memo includes information to determine project “Significance” per the policy
- Location, Traffic Volumes, Cost, etc...

See handout for sample TCC Memo
Step #6 – Traffic Control Committee (TCC) Review

New – TCC Presentation Exemption

Some projects (most LPA projects) will have the ability to avoid meeting with the TCC if they can demonstrate they meet certain criteria in the TCC Presentation Exemption Memo (April 2015)

See handout for April 2015 Memo
Step #6 – Traffic Control Committee (TCC) Review

TCC Presentation

- Sponsor/Consultant may be requested to meet with TCC to present the project
- Coordinate meeting through your NHDOT Project Manager
- Discuss elements in TCC memo

SECTION 23
The TCC will review the information supplied and make any comments or stipulations to be implemented as part of the Work Zone Traffic Control Plan or Project Outreach Initiatives.
Submit Preliminary Design Submission for NHDOT Review and Approval

Submission requirements

- Sponsor letterhead
- 11”x17” Plan Sheets
- Back up material, calculations, etc..
- Updated estimate
- Verify number of copies and format with NHDOT Project Manager

Section #15
Step #8 - Conduct Public Hearing for Eminent Domain (If Necessary)

Public Hearings for Eminent Domain

- Very uncommon for LPA projects
- Need NHDOT concurrence prior
- Need FHWA concurrence of NEPA Classification prior

Eminent Domain Hearings must be conducted prior to Final Design
Conduct Public Hearing for Eminent Domain (If Necessary)

Public Hearing Law

- If you decide to hold a Public Hearing to layout the project on a class I, II or IV highway, you must comply with State RSA 230 and 231

- This may involve the appointment of a Commission, approved by Governor and Council

Section #19
Eminent Domain Laws

- Eminent Domain Procedures
  State RSA 498A

- Federal Law - Uniform Act of 1970
  49 CFR Part 24 (as amended)

Section #19
Conduct Public Hearing for Eminent Domain (If Necessary)

Discussions with Abutters

- Encouraged
- Can’t discuss compensation until Final Design
- “Just Compensation” covered in Final Design

Section #19
8 Preliminary Design Steps

Re-Cap:

1) Perform Environmental Study & Classification
2) Submit Environmental Document for NHDOT review and NEPA approval
3) Coordinate utility relocation
4) Refine plans and cost estimate of the Proposed Action
Re-Cap:

5) Document Design Exceptions

6) Review project with Traffic Control Committee

7) Submit Preliminary Design submission for NHDOT review and approval

8) Conduct public hearing for eminent domain, if necessary
End of Preliminary Design

Project Status

- Project Agreement ✓
- Consultant Selected (QBS) ✓
- Scope and Fee ✓
- Engineering Study ✓
- NEPA Complete ✓
- Preliminary Design ✓
- Received letter from NHDOT to Proceed to Final Design ✓
Preliminary Design

Questions?

Next Up:
Final Design