

MEMORANDUM

TO: John Butler, PE, NHDOT
FROM: Nicole Fox, PE
CC: Keith Cota, NHDOT
Curtis Morrill, NHDOT
JoAnn Fryer, Fuss & O'Neill
DATE: May 8, 2020
RE: 13065 Exit 4A Base Technical Concept Changes

List of changes to the Base Technical Concept included in May 8, 2020 revision:

1. Vertical datum – the Exit 4A ground survey was completed using NAVD88 as the vertical datum. The I-93 corridor survey and design surfaces use NGVD29. The Exit 4A ramps and the Connector Road profile from Sta. 1000+00 to Sta. 1008+00 are designed based on the surfaces on the NGVD29 datum. From Sta. 1008+00 to Sta. 1079+00, the Connector Road/Folsom Road profile is based on NAVD88. The profile of the Connector Road was modified to account for the elevation difference between these datums and labels were added at Sta. 1008+00 to convey the datum change.
2. SB On and Off Ramp side slopes – the western side slopes of the embankments for these ramps was changed from 2:1 to 1.5:1.
3. Relocated stream – the stream located near the toe of the SB On Ramp was modified to introduce more sinuosity.
4. Seasons Lane detention basin – the northern detention basin located on the NHDOT parcel on Seasons Lane was regraded to increase storage.
5. NB On Ramp – the cross sections and slope lines for the NB On Ramp were modified to more accurately represent the design intent.
6. ERT file – the existing ROW text file (ERT) was updated with a new file from NHDOT.
7. ERL file – the existing ROW lines file (ERL) was modified to match the ROW Registry Plans.
8. PRW file – the proposed ROW file (PRW) was modified in the I-93 corridor to match revisions requested by NHDOT and outside that area to tie into the updated existing ROW lines where necessary.
9. Parcel 108, Pinkerton Academy – a note was added to the plans to denote that the ell on the western side of the house was removed by the property owner after the survey was completed.
10. Parcel 88, Fireye Inc. – the slope lines on the plan were modified to match the cross sections and avoid showing impacts to the walkway.
11. Parcel 95-2, 11 Tsienneto Rd LLC – the side slope was revised to avoid showing impacts to the parking lot. This parcel was developed after the survey was completed, so any site modifications are not represented in the ground model. What is shown in plan view is based on the site plan.
12. NH Rte 28 Bypass at Linlew Drive – the design was modified to avoid removal of the existing shoulder over-widening.

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13. Ramp slopes at noses – the slope lines were modified to eliminate areas where they had extended into the I-93 pavement near the ramp noses.
14. Parcel 24, Seven Hills Development – a label was added to the ERT to the section of the parcel located in Londonderry per NHDOT request.
15. Rider Field – the spelling of Rider Field was corrected on the plan.

NF/jr