



MEETING NOTES

September 13, 2019

PROJECT NUMBER: NHDOT Project Londonderry/Derry 13065

F&O Project 20190127.A10

PROJECT NAME: Exit 4A

ATTENDEES:

<u>Name</u>	<u>Company</u>
Shawn Merry	Comcast
Roberto Diaz	Consolidated Communications
David Kestner	Consolidated Communications
Russ Maille	Eversource
Julie Walsh	Eversource
Marco Martinelli	Eversource
Brad Marx	Liberty Utilities
Ryan Houle	Pennichuck Water Works
Michael Fowler	Town of Derry
Tom Carrier	Town of Derry
Matthew Powers	NHDOT
Lennart Suther	NHDOT
John Butler	NHDOT
Curtis Morrill	NHDOT
Roch LaRoche	HDR
Stephen Boyington	HDR
JoAnn Fryer	Fuss & O'Neill
Nicole Fox	Fuss & O'Neill

RE: Exit 4A Utility Coordination Meeting

SUBMITTED BY: Nicole Fox - compiled with notes from JoAnn Fryer, Lennart Suther, and Matthew Powers

John Butler provided a project overview and explanation of the project process.

- Proposed design basics:
 1. New interchange about 1 mile north of Exit 4. Construct new interchange with easterly only connection (no westerly connection). New roadway extends about 1 mile and ties into the existing roadway network in Derry at North High Street. Widening and upgrading of Folsom Road and Tsienneto Road until it reaches NH Route 102. Project extends 3.2 miles total from interchange to NH Route 102.
 2. Interchange includes installing a new bridge over I-93 with diamond interchange, 4 new ramps. Does not involve work on I-93 itself; assumption is the I-93 work to build out to 4 lanes will be completed by the time this is constructed.
 3. Soundwalls will be constructed along the Southbound on and off ramps and the Northbound on ramp.
 4. New roadway is generally five lanes wide with two through lanes in each direction and a raised median/center lane for left turns. New development (Woodmont Commons) will access the roadway from this section.



MEETING NOTES

September 13, 2019

Exit 4A

PAGE 2 OF 5

5. North High Street will become a reconfigured signalized tee intersection with a commercial driveway as the fourth leg of the intersection.
 6. Rail trail is located just to the east of North High Street intersection with a new bridge located there. Another new bridge will be constructed on Folsom Road over Shields Brook east of the rail trail crossing.
 7. The next intersection, Franklin Street and Franklin Street Extension will also be signalized.
 8. Folsom Road will be widened to the five lane section as the new roadway, with widening occurring mostly to the north side. Property acquisitions include multiple businesses and residences in this area.
 9. Ross' Corner intersection (NH Route 28) will be upgraded and Pinkerton Street will have a new traffic signal that is coordinated with Ross' Corner.
 10. Reconstruction area of Tsienneto Road between NH Route 28 and NH Route 28 Bypass widening on the existing alignment to add formal shoulders and sidewalks. Three lane section will be maintained and sidewalk will be added on both sides.
 11. Route 28 Bypass intersection will remain signalized, with some minor widening on the Route 28 Bypass approaches.
 12. Tsienneto Road from NH Route 28 Bypass to NH Route 102 will include reconstruction with modest widening for shoulders and minor vertical/horizontal alignment changes. Sidewalk on the north side will be maintained.
 13. Bridge replacement on Tsienneto Road near the intersection with NH Route 102 over Tributary E.
 14. NH Route 102 intersection with Tsienneto Road as well as the intersection with North Shore Road will be signalized. Minor widening to accommodate the intersections will be taking place on Route 102.
 15. A number of areas have been identified as stormwater treatment locations to meet state and federal requirements.
- Project process and schedule:
 1. Exit 4A will be constructed under the Design-Build process, not the traditional Design-Bid-Build process.
 2. The RFP for DB teams is anticipated to come out in November and is dependent on the EIS approval.
 3. The DB team will take the current design plans (30%) through Final Design.
 4. Anticipates receiving proposals in May 2020, and awarding the project in August 2020.
 5. Construction is anticipated to be completed by the end of 2023.



MEETING NOTES
September 13, 2019
Exit 4A
PAGE 3 OF 5

John Butler and Matthew Powers discussed the utility coordination process and overall impacts.

- Utility Coordination
 1. NHDOT in process of collecting existing utility verification information, verification requests are expected by September 27, 2019.
 2. NHDOT also requested all utilities send in easement right documentation with verifications to ensure utilities are reimbursed for any impacts within easements to which they are entitled.
 3. The Design-Build team will be responsible for performing utility coordination for the project with NHDOT oversight and approval.
 4. The power transmission line that runs through the area of the proposed interchange will need to be relocated. A new corridor for this relocation has been identified on the north side of the connector roadway, across I-93 north of the new bridge and connect to Trolley Car Lane. There are two other locations along the transmission corridor where the new roadway will cross underneath the existing corridor that may be impacted.
 5. Many overhead and underground utilities on Folsom Road and Tsienneto Road are anticipated to have substantial impacts from the proposed roadway work. There may also be significant overhead and underground facilities along NH 28 and NH 28 Bypass that will be impacted.

The following summarizes the input received from the utility company representatives present and any NHDOT response provided.

- General
 1. It was noted that nearly every existing pole within the project corridor is impacted by the project.
 2. Relocations within easements will be paid from project funds. Utilities will work with the DB team for reimbursement. Easements will need to be verified in order to be eligible for reimbursement.
 3. NHDOT will be acquiring total acquisitions; DB team will be acquiring strip takings. Utility companies noted that unwilling property owners may affect utility relocations due to not being able to obtain easements for utility anchors.
 4. ROW and easements will not be acquired until the project design is complete. The DB team may make modifications to ROW shown in base technical concept.
 5. NHDOT does not acquire easements for utilities, but it may be possible for utilities to also have easements NHDOT acquires for other purposes noted as a utility easement also.
 6. All permitting & licensing will be through the Towns (these will all be Town roads), except for areas of LAROW that will be State owned and maintained.
 7. Utilities would like to keep the anchors inside the Town's ROW. NHDOT has reviewed the ROW layout for the widened roadway; and reviewing areas to provide additional ROW where possible given other constraints to get 12 feet from edge of



MEETING NOTES
September 13, 2019
Exit 4A
PAGE 4 OF 5

pavement. Utilities requested 15 feet from EP. NHDOT may be willing to consider it, but it would be difficult in some areas.

8. A slightly refined version of the current plans (base technical concept) will be available in November that can be used to start design. Corridor has been surveyed and plotted, Fuss O'Neill can provide PDF's & CADD files to NHDOT for distribution to utilities.
 9. The ROW will not be marked out in the field. Utilities will need to rely on the plans to design relocations.
 10. The utility companies asked: Can relocations be broken into sections to allow for the companies to spread their cost over multiple years? NHDOT - we won't know that before the DB team provides a schedule. Utility companies were told they can do conceptual layouts based upon the plans shown; but detailed designs would not be available until the DB team provides their construction plans. NHDOT will provide information about the impacts and the required schedules.
 11. NHDOT expects full cooperation of the pole owner/co-owners with the third party utilities to keep them informed.
 12. NHDOT requested verification plans include notes on any improvements utility companies plan to do so that the DB team can be made aware.
 13. Verifications should include all stormwater treatment areas.
 14. Services to businesses and residences may not be straight lines. DB team will be responsible for further verifications including the use of Subsurface Utility Engineering.
- Eversource
 1. Does not remember sending in any easement rights for the transmission facilities. Matthew noted that NHDOT may have obtained that information during the Salem-Manchester 14633I I-93 work.
 2. Would they be allowed to access from the new road to get to the transmission line? NHDOT –right-of-way on connector road envisioned to be controlled section (CAROW). Eversource may be able to work out access with Woodmont via one of their access points.
 3. Will require some point of access before Woodmont is complete that can be used by a tracked vehicle.
 4. If the design does not meet the necessary vertical clearance at the crossing locations, there will be additional relocations. The profile appears to be in cut at the crossings, but needs to be reviewed in more detail.
 5. Does the transmission line relocation effort extend westerly beyond the I-93 LAROW? Yes, on the west side there will be an easement to Trolley Car Lane. This will require acquisition of a home which will be removed by the project. NHDOT has already acquired the ROW & utility easement through Woodmont Commons.
 6. Will need to run another three phase line before removing poles to keep power going. Additional work at each business, riser poles, etc. to relocate services will be necessary to complete relocations.



MEETING NOTES
September 13, 2019
Exit 4A
PAGE 5 OF 5

7. Relocation design will take approximately 6 months to lay out once the design plans are received.
 8. Can get verification plans returned by the end of September, but easements may take until the end of 2019 due to current staffing levels.
- CCI
 1. Will require 12 months for design; won't start until they get paid for impacts in easements. NHDOT expressed that utilities will be reimbursed if easements are verified and relocation work is completed.
 2. Underground and aerial facilities will be affected as well as the major trunk line along NH Route 28.
 3. Poles along Betley Chevrolet will affect service to the wireless towers.
 4. Relocations due to any impacts to underground services on private properties will need to be paid for. NHDOT will need to discuss this further with the Bureau of Right-of-Way and provide information to CCI.
 - Liberty Utilities
 1. Gas service on Folsom Road from Laconia Avenue heading east along Tsienneto Road to NH 28 Bypass. Current infrastructure; will need to look to see if there is any desire to expand service. Currently located on the north side of Folsom Road, off pavement. In future, they will be in the pavement – will this be a problem? Mike Fowler indicated as long as they meet the NHDOT Utility Accommodation clearance requirements, it would be permissible. Since the gas main is outside the pavement it is anticipated to be impacted by the new roadway structural box.
 - Pennichuck Water Works
 1. Has expressed a desire to extend a water main across I-93; whether under I-93 or hung from the proposed interchange bridge. They are working with Woodmont Commons on the west side of I-93 and need to get water to the east side.
 2. NHDOT recommended beginning the process to get permit to cross I-93; language can be added to the RFP to make contractor aware of these expansions.
 - Comcast
 1. Comcast had no specific concerns at this time.
 - Town of Derry
 1. Town has the drainage with significant changes anticipated as part of project design. Looking for DB team to do an assessment and design.
 2. Have provided water/sewer information to NHDOT to include in plans.

End of Document