

Corridor News



I-93 Construction News and Highlights

Rebuilding I-93 from Salem to Manchester has been an exciting journey, and as the 2019 construction season starts to wind down, the New Hampshire Department of Transportation (NHDOT) is pleased to note that significant progress has been made along the corridor. Currently, most projects south of Exit 3 have been completed. The remaining northern projects are in the home stretch. Significant progress has been made on the four ongoing construction projects north of Exit 3. Two will be completed this fall, and the others are expected to be completed next year. The last two projects are starting up, with completion anticipated in 2020. Since construction started in 2006, we have never been closer to achieving the many benefits of this worthwhile project!

CURRENT I-93 CONSTRUCTION PROJECTS

Contract 14633H - North of Exit 5 to the I-293 Interchange

Reconstruction of I-93 northbound (NB) and southbound (SB) roadways to four lanes north of Exit 5.

Contract 14633I - Exit 4 to Exit 5

Reconstruction and widening of about 2 miles of NB and SB mainline north of Exit 4, including widening work on the Stonehenge Road Bridges.

Contract 14633D - Exit 4 Area

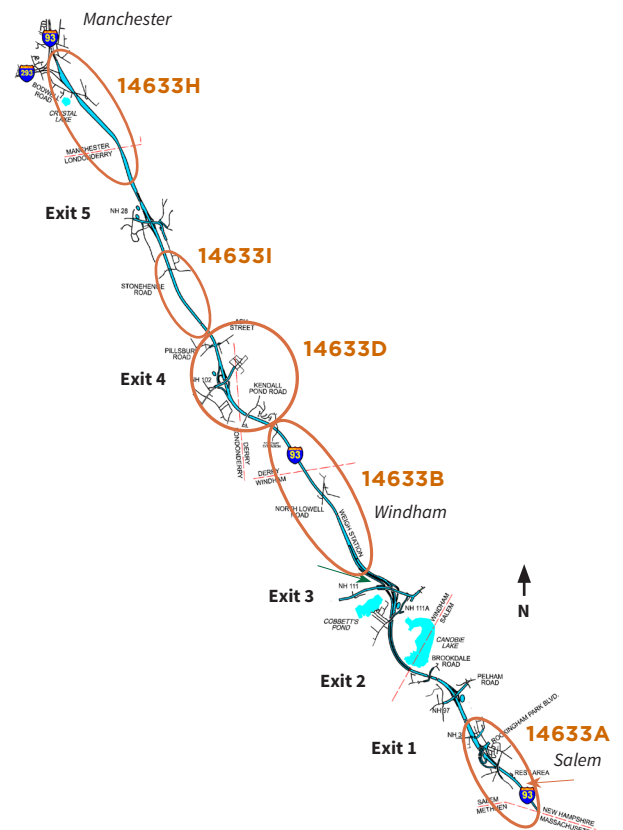
Reconstruction and widening northward from the I-93 bridges over Kendall Pond Road to just north of the historic Ash Street/Pillsbury Road Bridge, reconstructing the northbound ramps, including replacing the NH Route 102 Bridge and the Ash Street Bridge, and widening the Kendall Pond Road Bridges.

Contract 14633B - Weigh Station to Kendall Pond Road

Reconstruction and widening of approximately 3.5 miles of NB and SB I-93 mainline between Exits 3 and 4. Work includes widening the North Lowell Road and Fordway Extension Bridges.

Contract 13933A - State Line to Exit 1

Reconstruction and widening of approximately 2 miles of NB and SB I-93 from the New Hampshire/Massachusetts state line to Exit 1.



I-93 Project Highlights



Contract 14633B - Northbound Complete



Contract 14633B - Southbound Complete

Contract 14633D Exit 4 Ramps with Northbound and Southbound Mainline Widening

Construction Began: Spring 2017

Current Status: 71% complete

Anticipated Completion: Fall 2020

Recent Activities:

- The I-93 diversion between Ash Street and Exit 4 Ramps was constructed. This will be used to shift SB traffic to the NB barrel, allowing SB to be constructed outside of traffic.
- Median drainage was installed, and grading completed.
- The median crossover south of Kendall Pond Road was also constructed.
- Work on the southbound Beaver Brook Bridge is ongoing.

Contract 14633B Northbound and Southbound Mainline Widening from the Weigh Station to Kendall Pond Road

Construction Began: Spring 2016

Current Status: 99% complete

Anticipated Completion: Fall 2019

Recent Activities:

- Northbound Traffic was moved to its final location.
- Barrier work at Fordway Extension was completed.
- The pavement markings on the entire project were repainted.



Contract 14633D - Installing Drainage System



Contract 14633D - Treatment Basin Cut-off Wall

I-93 Project Highlights



Contract 14633H - Noise Barrier Construction

Contract 14633H North of Exit 5 to the I-293 Interchange

Construction Began: Spring 2016

Current Status: 79% complete

Anticipated Completion: Fall 2019

Recent Activities:

- Ongoing drainage installation along the northbound side and at Bodwell Road.
- Foundations for the overhead sign structures were constructed.
- Noise barrier construction was completed at the Bodwell Road Bridge, the construction of the remaining noise barriers is ongoing.



Contract 14633I - Sign Installation

Contract 14633I Northbound and Southbound Mainline Widening Between Exits 4 and 5

Construction Began: Spring 2017

Current Status: 99% complete

Anticipated Completion: Fall 2019

Recent Activities:

- Ditch grading, pavement and fencing was completed at Stonehenge Road.
- Final roadway signs were installed along the interstate, including the new double sided mile markers (See page 5).
- Closed Circuit TV Camera towers and Intelligent Transportation Systems equipment was installed.

Contract 13933A Northbound and Southbound Mainline, State Line to Exit 1

Construction Began: Fall 2019

Recent Activities:

This project will reconstruct and widen nearly two miles of I-93 starting at the Massachusetts State Line and proceeding northerly towards Exit 1. The majority of the widening is to accommodate a future fourth lane connection to I-93 in Massachusetts, if a fourth lane is built by Massachusetts. This is the last segment to be widened in the area, and will tie into previously constructed improvements in the Exit 1 area. The primary focus of the project is to address deteriorated pavement conditions, guardrail and drainage. This work will be accompanied by the construction of the last noise barriers on the corridor, which is part of the environmental commitments for the project. The project was awarded to R.S. Audley Inc. in August 2019, with construction starting shortly after that.



Contract 13933A - Existing Conditions

Wildflowers Galore!

Barbara Rollins, Landscape Specialist | NHDOT

If you have traveled on I-93 through the southern part of the state over the spring and summer season of 2019 you couldn't help but notice the beautiful display of wildflowers. Starting in spring the Lupine and Oxeye Daisy exploded between Exits 4 & 5 with a spectacular array of purples and white. Later, during the summer months, the area became a sea of yellows and oranges with Black-eyed Susan and Coreopsis.

One cannot help but feel the calm beauty while driving through the area in an otherwise uneventful commute. The scenery helps melt away stresses, if only for a short time, and makes us look forward to it again and again.

Vacationers are in awe and want to return for more. New Hampshire is a beautiful state and wildflowers are icing on the cake.

This display did not happen by accident, the mix was developed by the Roadside Section of Highway Design many years prior by simply adding wildflower seeds to an existing grass seed specification for slope applications during construction projects, choosing showy and hardy varieties. It has worked out tremendously. There have been many appreciative and positive comments from all over New England and beyond.

The flowers will return year after year for several summer seasons. In time, the grasses will dominate and flowers will fizzle out, but for now, as you travel throughout the state as a commuter or vacationer, take a breath and enjoy the view.

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“I've been noticing the amazing roadside wildflower blooms along Route 93. The work that is being done is resulting in some amazing displays, and it warms my heart to see New Hampshire highways looking so good!”

- Motorist from Pelham, NH

“I am writing to you to let you know how your department brings just a small, but important, bit of joy into my day. Sometimes the pressures and aggravations of life hit us and bring us down, however, the wildflowers that have been included as part of the I-93 widening effort are just great! They never fail to bring a smile to my face and add just a little bit of wonder to my day.”

- Motorist from Windham, NH

“My 91 year old mom used to be a florist. She is so impressed with all the wildflowers on the sides of the road that she begged me to write to you to thank you. It definitely helps to brighten our day.”

- Traveler from Burlington, MA

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Making it Count: Mile-Markers Contribute to Interstate Safety

Ever wonder what the purpose of the mile marker signs are along the side of the Interstate? If you have ever been in an accident you might know. In the early days of planning for the widening of the I-93 between Salem and Manchester the Department created an incident management work group comprised of local municipalities, police and fire departments, the Federal Highway Administration, and state personnel including the State Police.

One of the action items coming out of this work group was the need for quick response time for clearing the roadway of roadside hazards. This would facilitate earlier help to those in need, reduced congestion, and would reduce secondary incidents related to the initial incident. In order to meet this goal, first responders requested signing be installed to better identify locations of hazards.

When the first construction contracts came out along the corridor, the mile marker signs were placed every 2 tenths of a mile, both on northbound and southbound. Early on after deployment, the benefit of these signs became evident. Police and fire departments were able to improve response time to

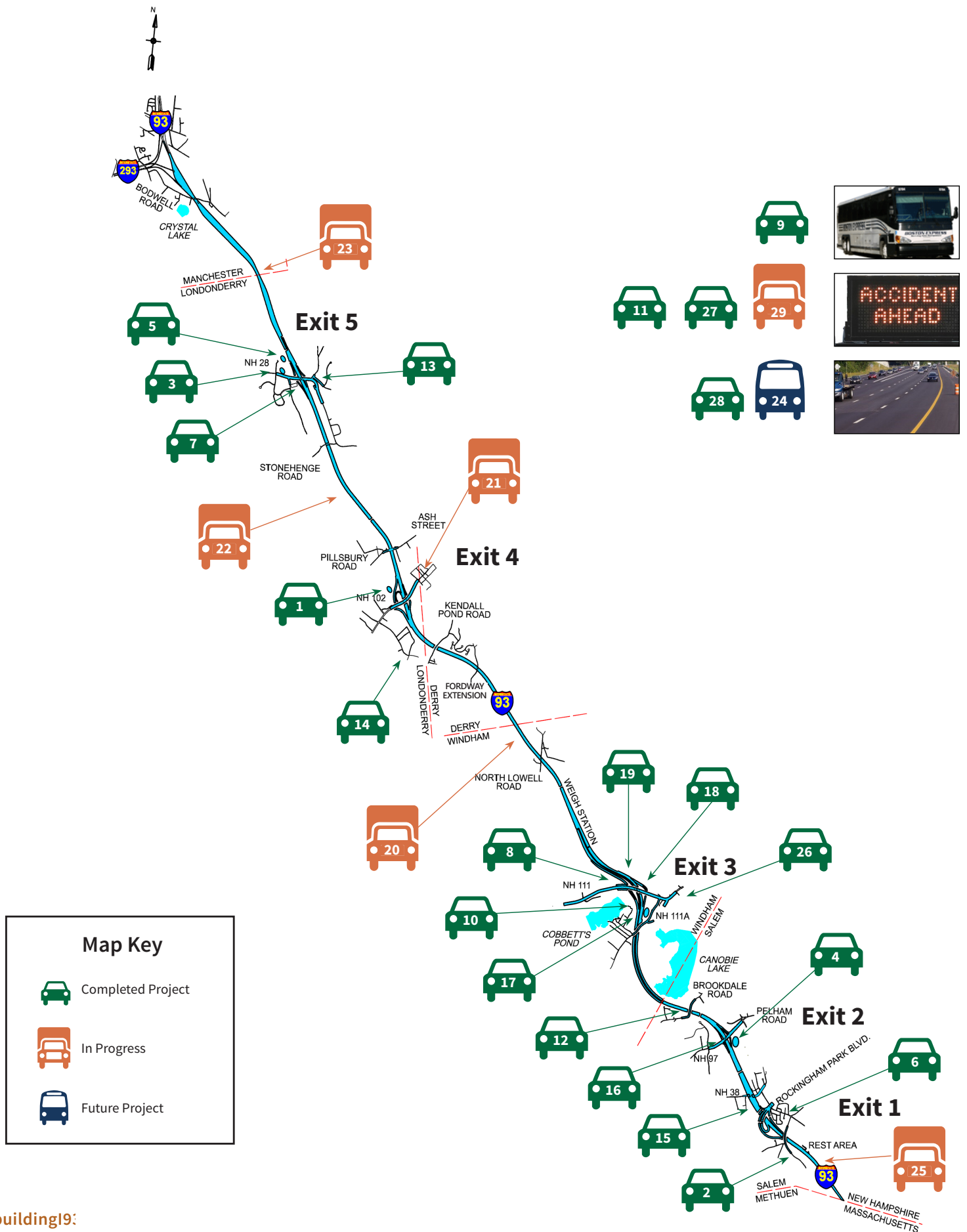
incidents along the highway, which obviously helped minimize the duration of traffic disruptions and assisted individuals who needed help more quickly.

Another side benefit to the mile marker signs was the ability to identify areas prone to incidents. This helped the Department make modifications to traffic control plans as the construction projects continued. The second phase of the implementation of the mile marker signs came when one of the Department's engineers came across a car fire along the interstate. When he called 911 and the dispatch operator asked what mile marker he was located at, because of the car fire he couldn't see the signs. When he looked back towards traffic all he saw were parked cars on the interstate and the back side of the previous mile marker sign.

When this story worked its way back to the incident management group, the idea of making the signs double side was discussed and adopted along the corridor. By making the signs double sided, we essentially increased the visibility by 100%. Now you know.



I-93 Improvement Projects: Location and Status



I-93 Project Summary of Construction Projects to Date

	Status	Project Descriptions	Contract Number	Construction To/From	Cost (M)
1	Complete	Exit 4 Bus Terminal/Park and Ride	10418M	01/06 - 05/07	\$1.4
2	Complete	Cross Street Bridge	13933B	11/06 - 10/08	\$6.6
3	Complete	Exit 5 PNR/Rockingham Road	10418I	12/06 - 10/08	\$4.8
4	Complete	Exit 2 Bus Terminal/Park and Ride	10418G	03/07 - 10/08	\$7.1
5	Complete	Exit 5 Bus Terminal/Maintenance Facility	10418N	08/07 - 10/08	\$7.4
6	Complete	Exit 1 Ramps & Bridges	13933C	09/07 - 10/09	\$24.1
7	Complete	Exit 5 Ramps & Bridges	14633E	07/08 - 05/10	\$15.1
8	Complete	Exit 3 SB Off-Ramp & NB Bridges	13933K	09/08 - 11/10	\$26.7
9	Complete	Bus Procurement - Operation for Expanded Service	10418L	Service Began 11/08	\$19.1
10	Complete	Exit 3 NB Mainline	13933G	06/09 - 04/12	\$30.8
11	Complete	Phase I Intelligent Transportation Systems (ITS)	10418Z	11/09 - 11/11	\$4.5
12	Complete	Brookdale Road Bridge	13933F	08/10 - 07/12	\$5.0
13	Complete	Exit 5/Route 28 Interchange	14633F	03/11 - 10/14	\$35.6
14	Complete	South Road Mitigation	10418F	03/11 - 08/14	\$1.1
15	Complete	Exit 1 Area, NB & SB Mainline	13933D	03/11 - 08/13	\$31.0
16	Complete	Exit 2 Interchange Reconstruction	13933E	08/12 - 03/16	\$43.6
17	Complete	Exit 3 SB Bridges over Routes 111 & 111A	13933N	01/12 - 09/13	\$11.4
18	Complete	Exit 3 SB Mainline, SB On-Ramp & NH 111	13933I	10/12 - 10/16	\$33.9
19	Complete	Exit 3 NB Mainline, NH Route 111A	13933H	12/13 - 05/17	\$32.9
26	Complete	Exit 3 Park and Ride	10418H	11/16 - 11/17	\$1.5
27	Complete	Smart Work Zone	13933Z	7/11 - 5/15	\$1.4
28	Complete	Misc. Early Construction Projects	Misc.	Prior to 2007	\$0.6
Completed Construction Subtotal:					\$345.6
20	In Progress	NB & SB Mainline between Exit 3 & 4	14633B	02/16 - 10/19	\$52.0
21	In Progress	NB & SB Mainline, Ramps & NH 102 Br. at Exit 4	14633D	01/17 - 09/20	\$66.7
22	In Progress	NB & SB Mainline between Exit 4 & 5	14633I	03/17 - 09/19	\$30.0
23	In Progress	NB & SB Mainline North of Exit 5	14633H	06/16 - 07/20	\$50.0
25	In Progress	NB & SB Mainline South of Exit 1	13933A	08/19 - 08/20	\$20.5
29	In Progress	Smart Work Zone	14633Z	04/15 - 09/20	\$2.3
Under Construction Subtotal:					\$221.5
24	Future	Future Corridor Paving	14633J	2019-2020	\$9.6
Future Projects Subtotal:					\$9.6
Total Construction Cost:					\$576.7

Stay Informed!

Look for regular status updates, project information, and past newsletters on our website:
RebuildingI93.com

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