



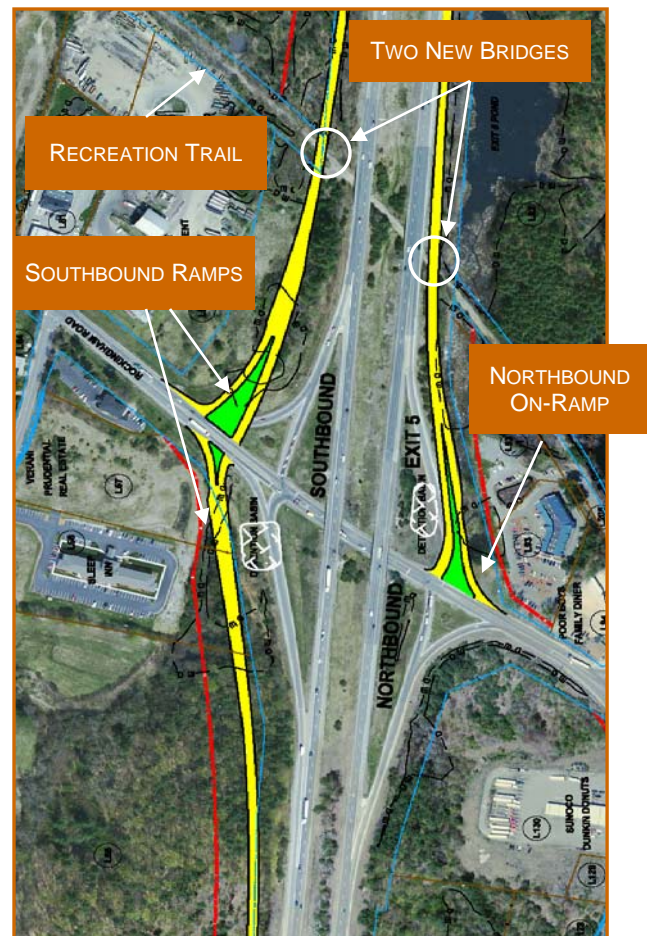
EXIT 5 LOOKING WEST ~ APRIL 2009



EXIT 5 LOOKING NORTH ~ APRIL 2009



VIEW NORTH FROM TOP OF NB ON-RAMP ABUTMENT



MOVING
AHEAD

PROJECT OVERVIEW:

This project involves the reconstruction/ reconfiguration of Exit 5 southbound on and off-ramps and the northbound on-ramp. The existing northbound off-ramp will be replaced under a subsequent contract. The three new ramps will help improve the interchange capacity and improve safety on the mainline, and are necessary for the future replacement of four "red list" bridges located within the interchange. **Severino Construction started on this \$16.1M project in July 2008 and is expected to complete the work by mid-November 2009.**

CORRIDOR NEWS

~ I-93 Improvements ~ *Moving Ahead* ~

On May 6, 2009, Governor John Lynch and the Executive Council approved \$36M in transportation contracts funded by the American Recovery and Reinvestment Act (ARRA). **Included in the \$36M is funding for the \$27M 13933G project which will construct a new section of I-93 NB at Exit 3 and facilitate the replacement of two red-listed bridges.** This makes 13933G one of the first seven NH projects to receive ARRA funding.



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INCIDENT MANAGEMENT

Interstate I-93 Reconstruction Project Traffic Incident Management Plan

Adopted - March 26, 2008



In an effort to better service the I-93 corridor from Salem to Manchester, the DOT, in cooperation with local communities and agencies, developed a **Traffic Incident Management Plan (TIMP)**. The goals of the Plan are to:

- Minimize impacts of accidents
- Improve safety at the incident scene
- Reduce the probability of secondary incidents
- Foster interagency cooperation
- Establish a sustainable traffic incident management program.

Keeping these goals in mind, the **TIMP outlined and the DOT implemented the following strategies:**

- **Service Patrols** were implemented in May 2008 to provide assistance to disabled motorists to reduce the impacts on traffic. To date, assistance has been provided to over 700 motorists.



Continued on Page 2

MOVING
AHEAD

INCIDENT MANAGEMENT (continued)

- **Technical Steering Committee (TSC).** Comprised of local emergency responders, State Police and the DOT, the TSC was established in February 2008, with a Charter, list of priorities, MOAs and the I-93 TIMP all adopted during the year. The TSC continues to meet on a regular basis to address Incident Management issues for the corridor.
- **Intelligent Transportation System (ITS) Devices** were installed as a Smart Work Zone for the Exit 1 Ramps project in the fall of 2007, and later at Exits 3 and 5. In addition to these temporary devices, permanent installations are planned throughout the corridor. The ITS devices help monitor traffic flow, provide traffic information to the public and to emergency responders such as Police and Fire Department personnel.
- **Emergency Responder Support Infrastructure** such as emergency access points and water standpipes on bridges were identified and are being installed as construction progresses.
- **Communications Protocols** were discussed at several of the TSC meetings, resulting in new policies for communication between the State Police, local Fire and Police and the DOT's Transportation Management Center.
- **Individual Work Zone Traffic Incident Management Plan** - Plans will be developed as needed to address project-specific concerns on individual construction projects.
- **Emergency Detour Routes** were identified and established, and signage was installed in the summer of 2008.
- **Memorandums of Agreement (MOA)** addressing bridge standpipes and emergency access points are developed to clarify the roles and responsibilities of the DOT and the Towns.
- **Public Education and Awareness** - The NHDOT implemented a Public Outreach Campaign through the use of a website, www.rebuildingI93.com, distribution of newsletters and factsheets, direct contact with area businesses, and email notifications of traffic implications.
- **Incident Review Process** - Post Incident Reviews have been conducted as appropriate with the DOT developing a formal process for major incidents. Minor incidents are reviewed informally at TSC meetings. In each case, the reviews have provided guidance for future responses.
- **Enhanced Reference Location Signs:** To assist motorists in identifying their location when reporting an incident, an improved identification system will be installed within the corridor providing mile markers in .2 -mile increments as well as installation of bridge signs. Installation should be complete by the end of 2009.

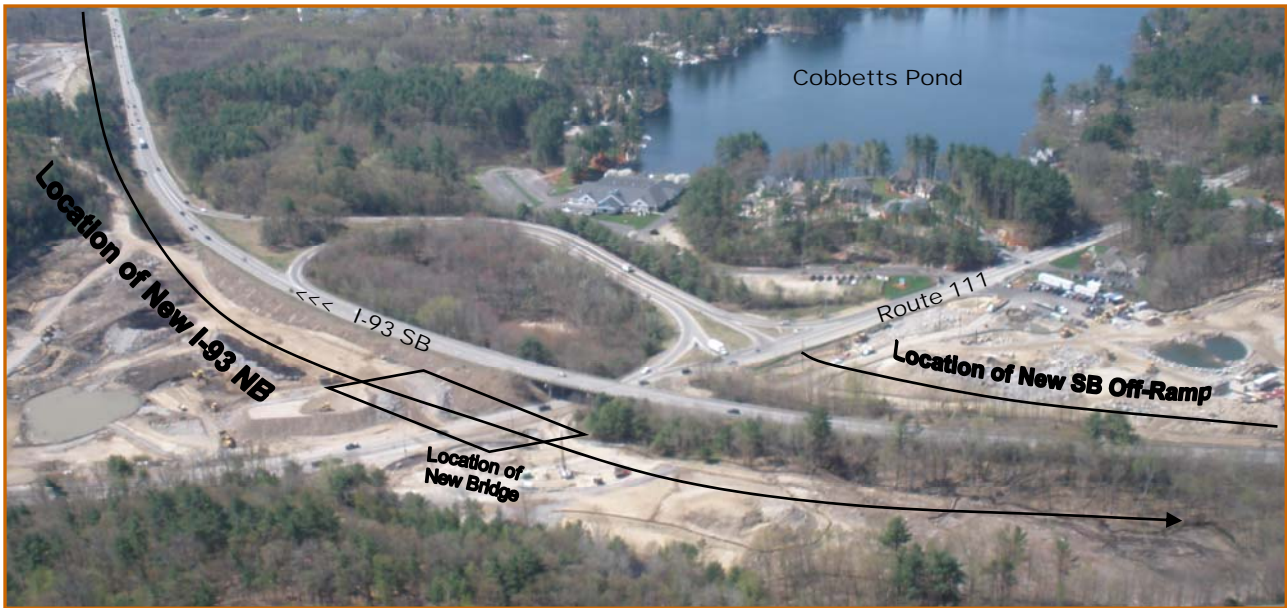
Efforts associated with each strategy will be continued through completion of construction and beyond as needed. The Plan will be evaluated periodically to ensure that it remains relevant to the needs of the corridor.

Across the nation, Incident Management programs have delivered significant and measurable results.



MOVING
AHEAD

EXIT 3 AERIALS - APRIL 2009 ~ WORK BEING PERFORMED UNDER CONTRACT 13933K



EXIT 3 AREA LOOKING WEST



EXIT 3 AREA LOOKING SOUTH



EXIT 3 I-93 SB LOOKING NORTH



CRUSHING OPERATION ~ MAY 2009

All rock/earthen materials excavated during construction will be incorporated into the new roads under construction

MOVING
AHEAD

**EXIT 3, SOUTHBOUND OFF-RAMP
AND NORTHBOUND BRIDGES (CONTRACT 13933K)**

To ultimately reconfigure Exit 3 to a diamond interchange, a new **SB off-ramp will be constructed** to replace the existing loop ramp. This new ramp, located north of NH 111, will help to improve the interchange capacity and improve safety on the mainline. **Two new bridges to carry the relocated NB Mainline over NH 111 and NH 111A will be constructed under the 13933G contract, allowing two red list bridges to be removed from service.**

Over the 2008/2009 winter, progress was made in earth and rock excavation construction of the Route 111 and 111A bridges began. Through the 2009 season, work will continue on the bridges and the SB off-ramp. **This project was awarded to Middlesex Corporation of Littleton, MA on October 8, 2008. It is anticipated the project will be completed by June 2010.**

Both projects employ a **"Smart Work Zone"** to keep the public informed on traffic conditions to improve safety and mobility.

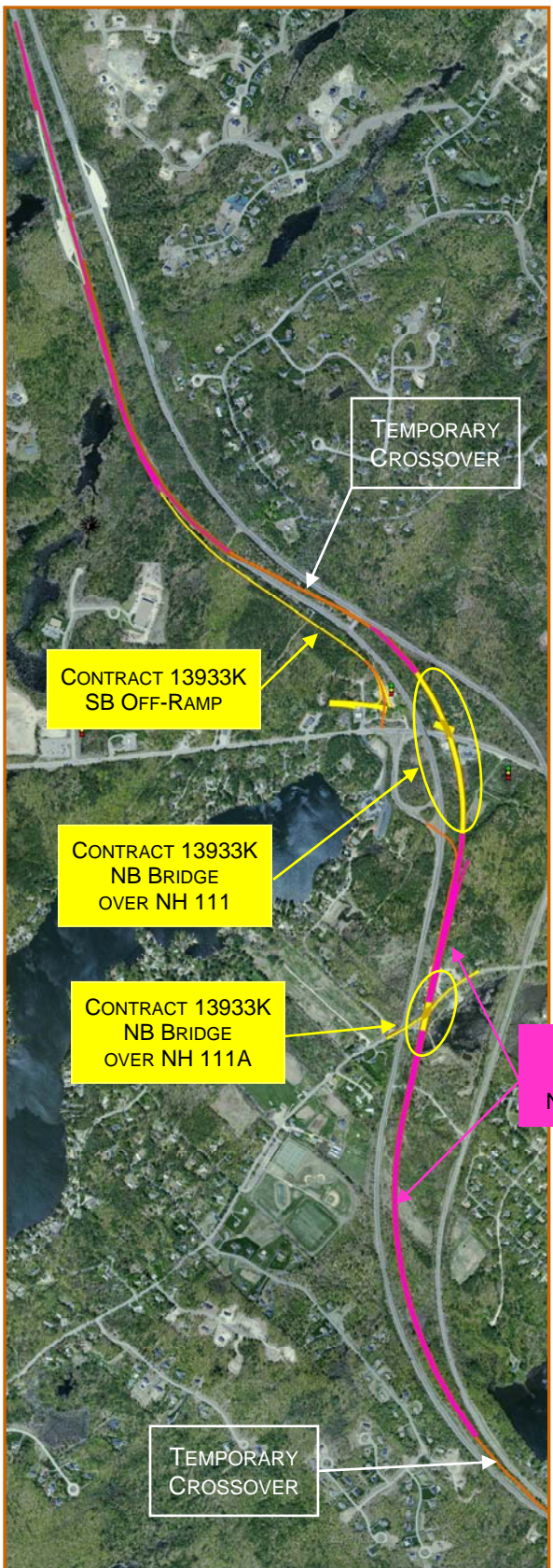
TRAFFIC IMPLICATIONS: Crossing traffic on routes 111 & 111A; minor disruptions to I-93 SB during blasting operations.

EXIT 3, NORTHBOUND MAINLINE (CONTRACT 13933G)

A new section of roadway, NB Mainline, will be constructed relocating the NB lanes closer to the existing SB lanes. This construction will tie in the two bridges constructed under 13933K, thus **eliminating two red list bridges. This contract was awarded to George R. Cairns & Sons, Inc. on May 6, 2009.**

Contract 13933G will also construct temporary crossovers, connecting this new section of NB to existing SB upon completion of the project. Instead of putting NB traffic on the new section, SB traffic will temporarily (for 2 - 3 years) use the new roadway, allowing a portion of the existing SB to be reconstructed without directly impacting traffic. In support of the DOT Incident Management initiatives, an emergency access ramp from North Lowell Road (just above Exit 3) will also be constructed to NB and SB I-93, thus reducing the amount of time required for incident response.

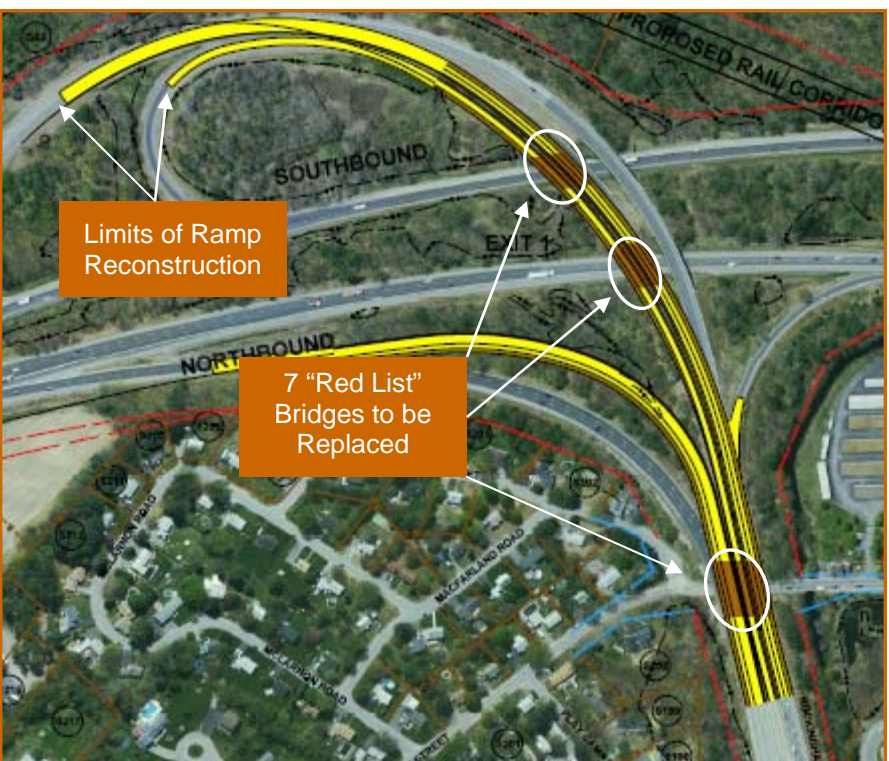
Clearing of trees and earth/rock excavation will take place during the 2009 construction season. **The project is targeted for a November 2011 completion.**



NEW EXIT 1 SOUTHBOUND BRIDGE



EXIT 1 SOUND WALL



EXIT 1 RAMPS AND BRIDGES

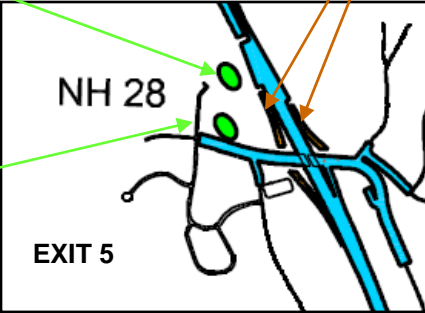
EXIT 1 RAMPS AND BRIDGES: The existing **Exit 1 interchange** at Rockingham Park Boulevard in Salem is one of five interchanges to be reconstructed under the Rebuilding I-93 Project. This contract **replaces or rehabilitates seven structurally deficient bridges** on the "RED LIST" - four over the interstate and three over South Policy Street.

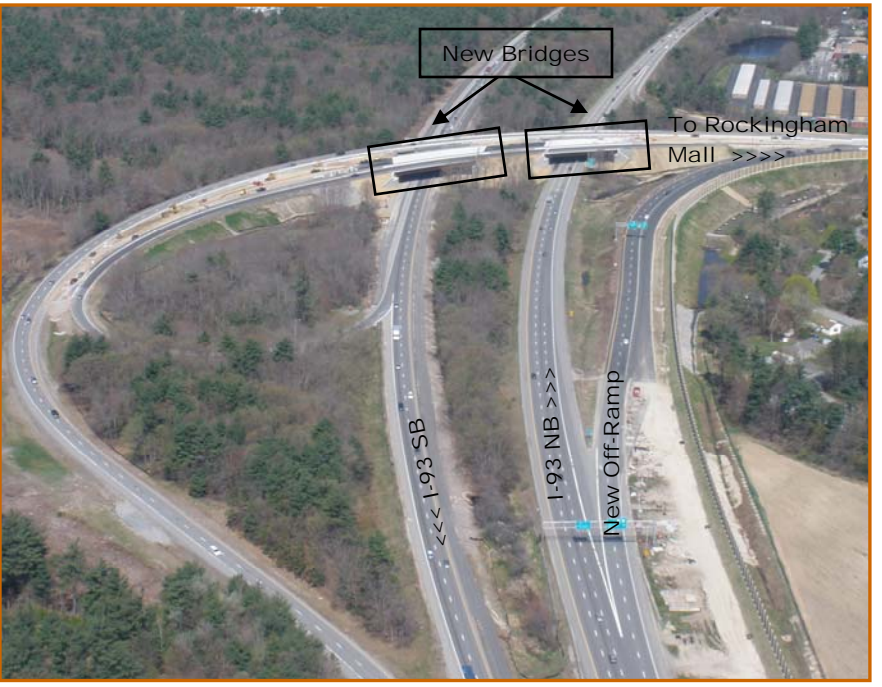
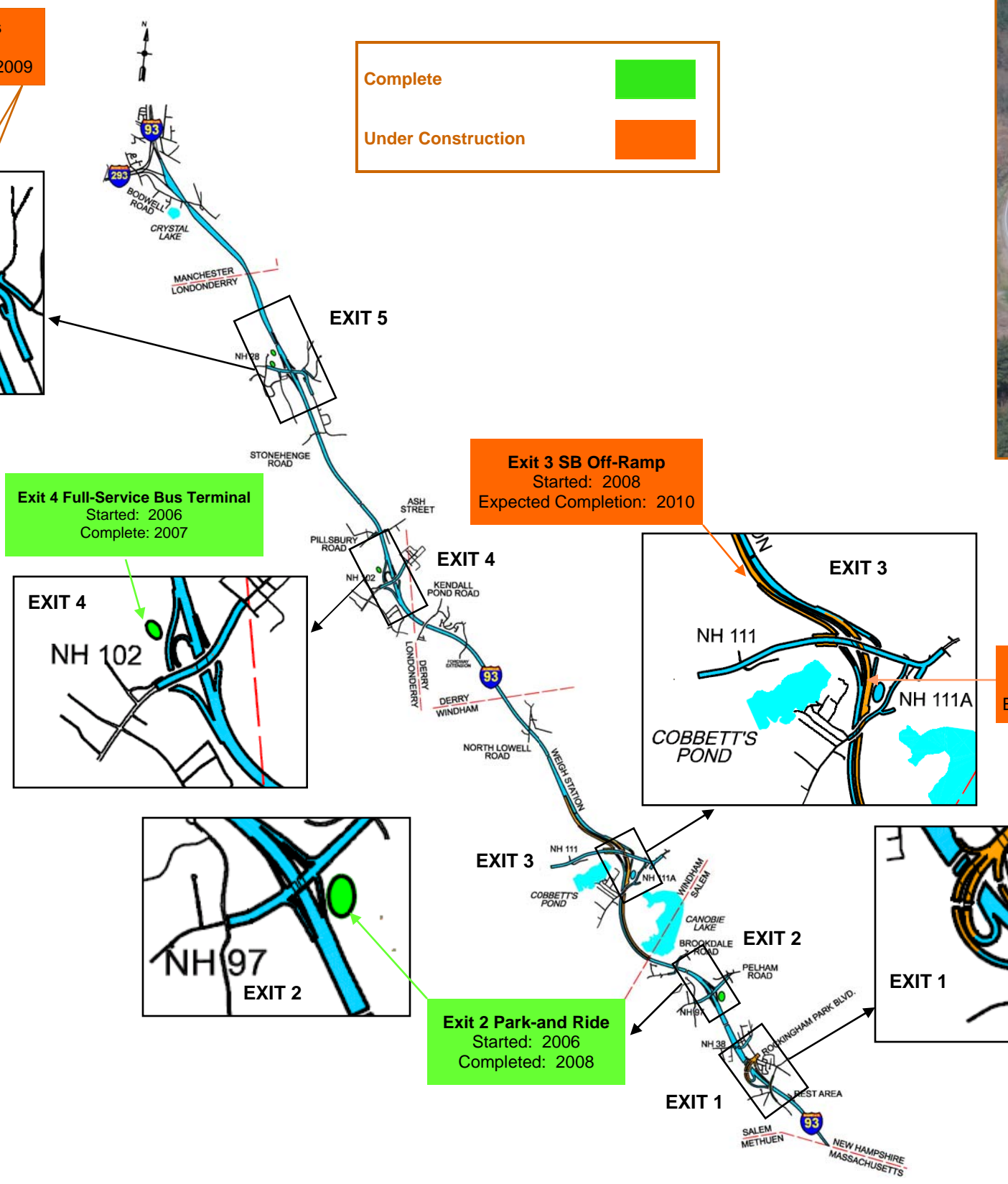
Work on the ramps started in 2007. Currently two bridges are complete. Over the 2009 construction season structural steel will be set for the new bridge deck for South Policy Street Bridge construction and the remaining work on the NB on-ramp bridge will be completed. **SPS New England Inc. is expected to complete this \$22.3M project by October 2009.**

Exit 5 Ramps & Bridges
Started: 2008
Expected Completion: Nov. 2009

Exit 5 Bus Maintenance Facility
Started: 2007
Complete 2008

Exit 5 Park-and-Ride/Bus Terminal
Started: 2006
Complete 2008





EXIT 1 LOOKING NORTH ~ APRIL 2009

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