

Exit 2 Park-and-Ride (PNR) Facility/Bus Terminal

The construction contract for the **Exit 2 472-space PNR facility with a full-service bus terminal** was awarded to Continental Paving, Inc. of Londonderry on March 21, 2007.

The facility will be accessed from Exit 2 via eastbound Pelham Road. There will also be **improvements to South Policy Street and Raymond Avenue**, including signalization of the intersection of these two streets. This will provide additional access to the PNR from both east and westbound Pelham Road.

NHDOT is coordinating with bus service providers to consider opportunities to expand services at this location.

Construction on the \$6.4M project will begin in the Spring of 2007 and be complete by October 31, 2008.



Proposed Exit 2 Park-and-Ride Facility/Bus



Exit 4 Bus Terminal Nearing Completion March 24, 2007

Exit 4 Park-and Ride (PNR)/Bus Terminal

The new **bus terminal** being constructed at the existing Exit 4 Park-and-Ride is nearly complete and expected to be operational and open for business this spring. Minor paving on the west side will be done when the weather allows and final inspections will occur over the next few weeks. The existing PNR will be retained with minor improvements.

Goguen Construction Company began work on the terminal in January 2006. The new facility will provide improved access to bus services.

EXIT 5 PARK-AND-RIDE/BUS MAINTENANCE FACILITY

The construction contract for the **443-space Park-and-Ride** at the Exit 5 interchange in Londonderry was awarded to R.S. Audley, Inc. in October, 2006. The PNR facility includes a westbound, slip-ramp entrance from Rte 28, with additional access via a loop road (on-site) and Symmes Drive.

This construction project also includes the **full reconstruction of Rockingham Road (NH 28)** from Perkins Road to just west of Enterprise Drive and minor widening of Route 28 through the Exit 5 interchange to just east of the NB ramps.

Site and storm drainage work started in early December 2006. Blasting and rock excavation are ongoing. Utility relocations are expected to begin soon.



Proposed Exit 5 PNR and Route 28 Improvements

CORRIDOR NEWS

I-93 Construction News and Highlights

Spring 2007

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~ I-93 Improvements ~ Moving Ahead ~

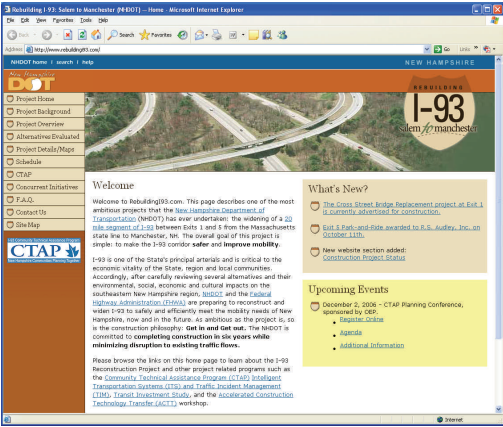
Since the Federal Highway Administration (FHWA) issued its Record of Decision (ROD) on June 28, 2005, approving the I-93 Improvements project, the New Hampshire Department of Transportation (NHDOT) has been moving ahead. Some of the DOT's activities relative to I-93 include:

- Initiation of Final Design
- Development of Intelligent Transportation Systems (ITS)
- Incident Management (IM) Planning
- Evaluation of Chloride Levels in Waterbodies (TMDL Study)
- Initiation of Right-of-Way (ROW) Acquisition
- Financial Planning
- Implementation of Public Outreach Efforts

As NHDOT moves ahead with the I-93 Improvements, it is committed to relaying project information to the public. Newsletters, fact sheets and the project website,

RebuildingI93.com, created specifically for this project, contain an abundance of I-93 related information.

Please browse through the following pages for more information, check the website often, and look for future editions of the CORRIDOR NEWS for updates on I-93 Improvements.



RebuildingI93.com

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) encompasses a number of measures studied and implemented to improve the efficiency of an existing transportation system or to develop a balanced and sustainable transportation system.

In the I-93 Corridor, TDM refers to a variety of strategies designed to change personal travel behavior to reduce the demand for automobile use and the need for highway capacity expansion. One of those

strategies is to provide and expand park-and-ride (PNR) facilities, thereby supporting and improving commuter alternatives such as mass transit services, car and vanpooling. There are no parking fees at PNRs, and many have bike racks and lockers.

The addition of new PNR facilities and the upgrade of existing facilities, while adding enhanced bus service, is part of the DOT's multi-faceted approach to relieving congestion on I-93. Improvements include:

- **New park-and-ride facilities at Exits 2, 3, and 5**
- **Full service bus terminal at Exit 2**
- **New bus terminal at the existing Exit 4 PNR**
- **New bus maintenance facility at Exit 5**

See the following pages for additional information on these projects.



For more information,
please visit
nhrideshare.com



RebuildingI93.com



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CONSTRUCTION BREAKOUTS

An important aspect of the final design of the I-93 Corridor Improvements project is the breakout of construction projects and the sequence of construction. The DOT is working to ensure that the impact to the motoring public is minimized. This is being done by carefully studying how the timing of individual projects will affect traffic while considering the impact of sequencing on the project schedule and budget. The projects **currently under construction** are:

- Cross Street Bridge & Approaches
- Bus Terminal at the existing Exit 4 Park-and-Ride
- Exit 5 Park-and-Ride

The 472-space Exit 2 Park-and-Ride construction contract was awarded March 21, 2007 to Continental Paving, Inc.

Other projects currently slated to be advertised in 2007 are:

- Exit 1 Ramps & Bridges
- Brookdale Road Bridge & Approaches
- Exit 5 Bus Maintenance Facility

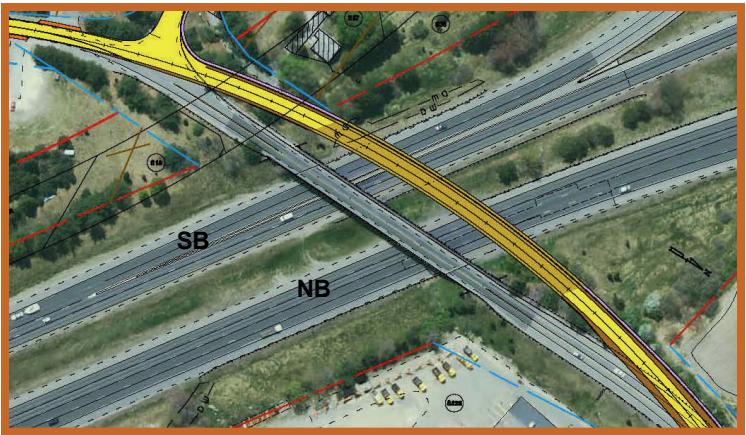
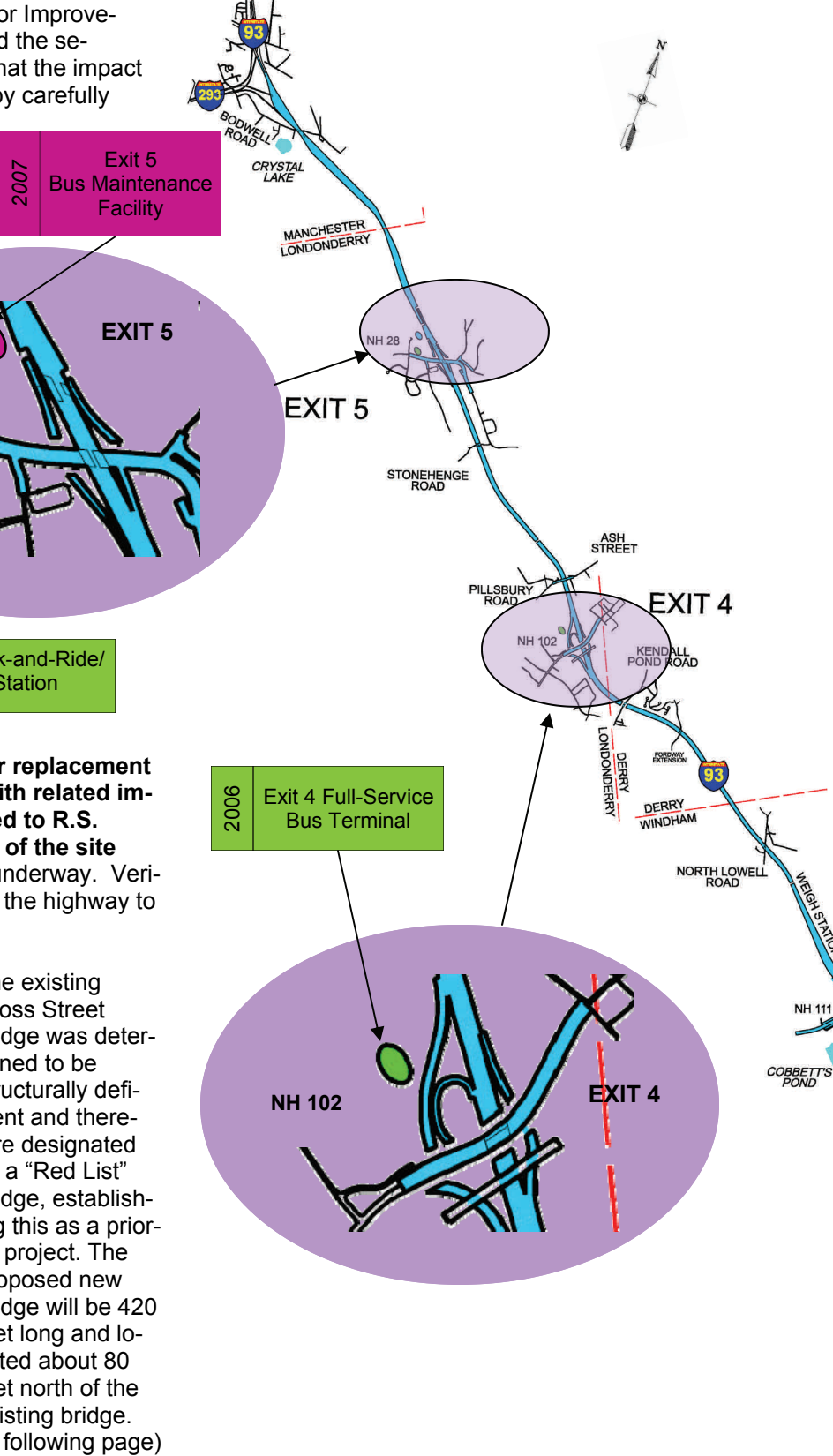
CROSS STREET BRIDGE The construction contract for replacement of the Cross Street bridge, with related improvements to the roadway approaches, was awarded to R.S. Audley, Inc. of Bow, NH in November 2006. Clearing of the site and demolition have been completed. Utility work is underway. Verizon and National Grid are doing directional boring under the highway to relocate their utilities.



Existing Cross Street Bridge

The existing Cross Street bridge was determined to be structurally deficient and therefore designated as a "Red List" bridge, establishing this as a priority project. The proposed new bridge will be 420 feet long and located about 80 feet north of the existing bridge.

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Proposed Cross Street Bridge. Completion of the \$6.7M bridge replacement is expected by Summer 2008.

Project work also includes the removal of the existing bridge and related improvements to the roadway approaches.

The existing Cross Street and Cross Street bridge will remain open to traffic while the new bridge is being constructed. Alternating one-way traffic patterns will be used along Cross Street to allow for construction of the roadway approaches. Existing lanes of traffic will be maintained along I-93. Occasional lane closures will be limited to off peak hours.

