

EXIT 2 PARK-AND-RIDE (PNR) FACILITY/BUS TERMINAL

This project involves construction of a \$6.4M, **470+ space PNR facility with a full-service bus terminal**. As of December 2007, the terminal building is approximately 70% complete, and the total project is 48% complete. The building roof and exterior walls are 95% complete. Water, sewer, gas, power and telephone were complete to the building by mid-November. Interior utility and finish work began in November. The reconstruction of Raymond Avenue began in November and is expected to be completed in December. One of the project's two detention basins is complete.

The estimated final completion date for this project is fall of 2008.



EXIT 2 BUS TERMINAL, 11-30-07

TRAFFIC IMPLICATIONS: Raymond Avenue will be alternating one-lane traffic while it is being reconstructed. Pelham Road and South Policy Street may have trucks turning and entering. **I-93 should be unaffected by work on the site.**

2008 PROJECTS: Continuing in their efforts to improve areas of most urgent concern, the DOT will be advertising three new I-93 construction projects in 2008. Two of the projects will be in the Exit 3 area and one at Exit 5. Brief descriptions of these projects follow:

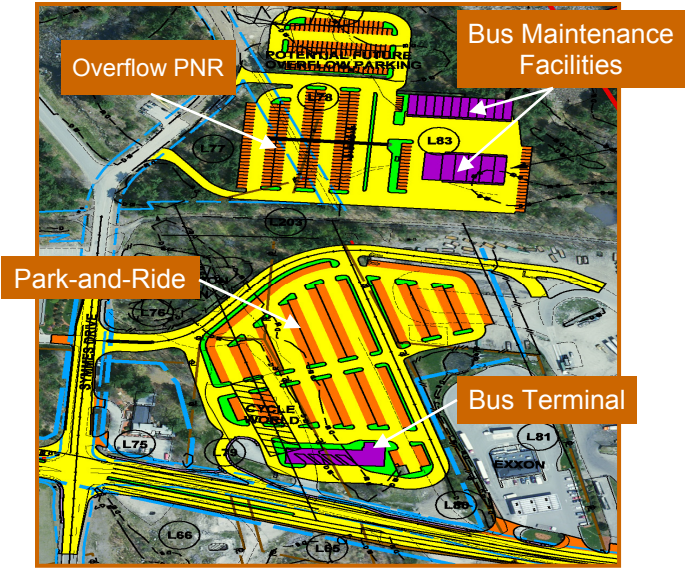
- Exit 3 NB Mainline** – A new section of roadway, NB Mainline, will be constructed, relocating the NB lanes closer to the existing SB lanes. This construction will tie in the two new bridges constructed under the other Exit 3 contract and will allow shifting of traffic under future contracts. Anticipated advertisement date: August, 2008.
- Exit 3 SB Off Ramp** – To ultimately reconfigure Exit 3 to a diamond interchange, a new SB off-ramp will be constructed, replacing 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. Also, two new bridges to carry the relocated NB mainline over NH 111 and NH 111A will be constructed. Anticipated advertisement date: May, 2008.
- Exit 5 Ramps** – Work under this Exit 5 contract will create a new NB on-ramp and new SB on and off-ramps. The existing NB 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. Anticipated advertisement date: April, 2008.



EXIT 5 PARK-AND-RIDE/BUS TERMINAL/BUS MAINTENANCE FACILITY:

The work at Exit 5 represents two separate but related projects: a **443-space Park-and-Ride** lot and the **full reconstruction of approximately 2,500 feet of Rockingham Road (NH 28)**; and under a separate contract, the construction of a 5,000 square foot (SF) **bus terminal** and a **bus maintenance facility** consisting of two 12,000 SF buildings. 275 additional parking spaces will be constructed adjacent to the maintenance facility. Foundation excavation has begun for the terminal and maintenance buildings. Work will continue on the maintenance/storage buildings site as long as weather permits.

Construction of both projects is expected to be completed by the fall of 2008.



MOVING
AHEAD

CORRIDOR NEWS

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~ I-93 Improvements ~ Moving Ahead ~

THE PROJECT WEBSITE, RebuildingI93.com, continues to grow and improve, and has taken giant steps in the last quarter. The project **schedule and details** of individual contracts are now displayed on a new interactive map. The **CTAP** section has a whole new, fresher look and more navigable structure. **Presentation materials** from the September 29, 2007 CTAP Conference have been posted, as well as the latest **TMDL** documents. **Real-time traffic information** from a live camera feed is now available with just one click from the homepage. Another new feature allows users to sign up for **automatic email notifications listing** construction and website updates. A **photo gallery** of I-93 construction sites, showing existing conditions and progressive shots as construction proceeds has been added and will be updated often.

Future website updates will include an **acronyms and definitions** section and an **on-line survey**.

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



CONSERVATION LAW FOUNDATION (CLF)SUIT RULING:

In February of 2006 the CLF filed suit against the Federal Highway Administration (FHWA) and NHDOT seeking an injunction against the I-93 Improvement projects. During the court case, the CLF agreed not to block the projects that would not necessitate the widening of the highway. These projects fell into two categories: repair/replacement of red list bridges, and construction of park and ride facilities. The projects that have begun are Cross St Bridge Replacement (Salem), Exit 2 PNR (Salem), Exit 5 PNR (Londonderry) and Exit 1 Ramp and Bridge Replacements (Salem).

The long anticipated ruling was handed down in late August, 2007. Of the many counts included in the CLF suit, only one was found to have merit - that newer population projections should have been utilized in determining the project's impacts. As a result, the DOT was ordered by the Court to prepare a Supplemental Environmental Impact Statement (SEIS) to address the following:

1. How induced population growth will impact the effectiveness of the four-lane alternative as a traffic congestion reduction measure, and
2. How indirect effects of induced population growth will impact air quality and traffic on secondary roads.

The DOT is expediting efforts to finalize the SEIS and is hopeful to obtain final acceptance of the document by the end of Summer, 2008.

Since the ruling in August, the DOT has worked closely with the CLF to establish a construction project schedule for 2008. The CLF has agreed not to block three projects that are proposed for advertisement in 2008. They include two projects with work at Exit 3 in Windham and one project with work at Exit 5 in Londonderry (see the construction breakouts on pages 2 - 3).



MOVING
AHEAD

CROSS STREET BRIDGE: The replacement of Cross Street Bridge over I-93, and related improvements to the roadway approaches, are well underway and progress is visible to area travelers. The existing bridge will be removed when the new bridge and roadway approaches are completed next year.

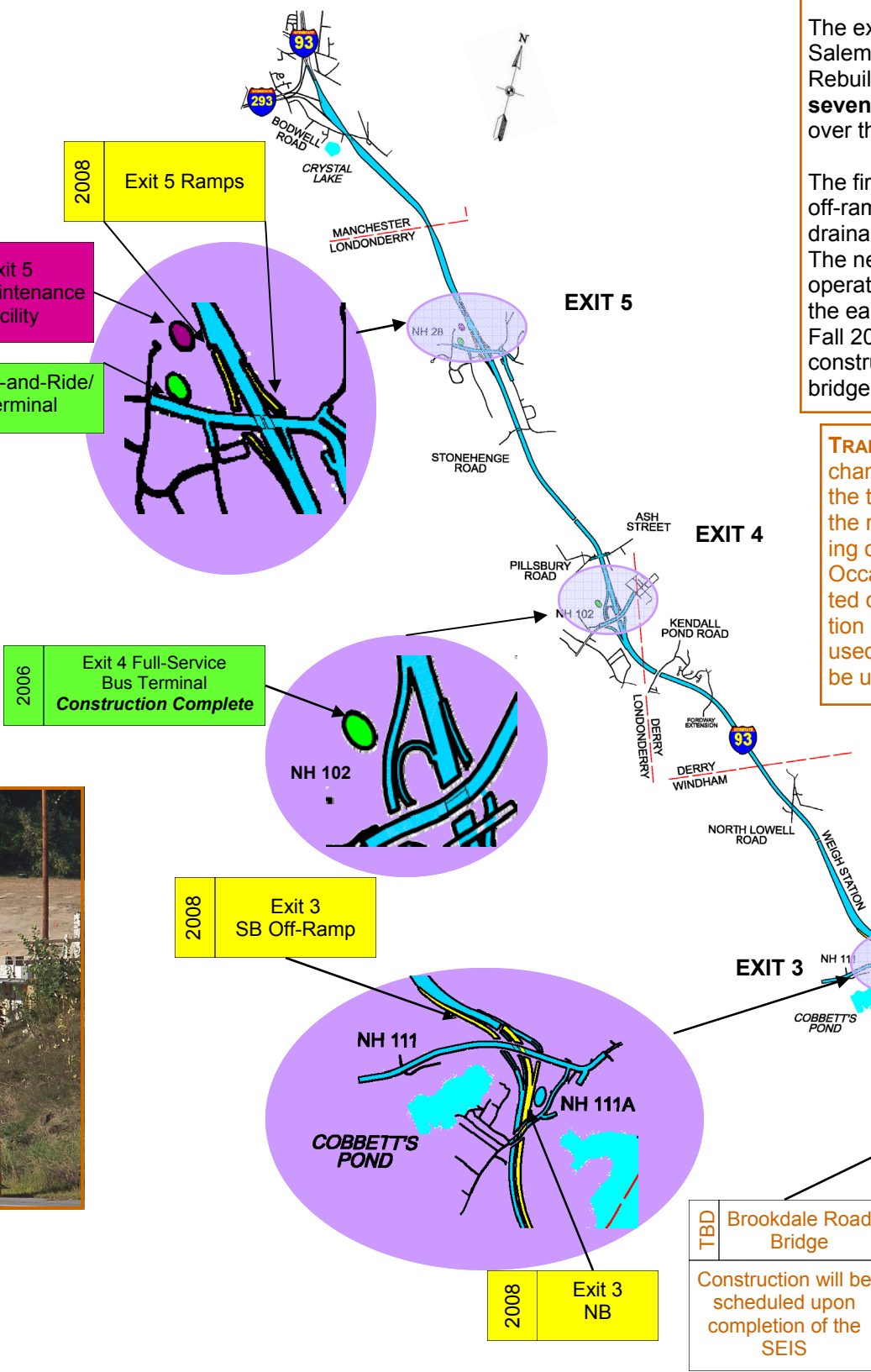
Mechanically stabilized earthen (MSE) walls are being constructed, structural fill and median cofferdam installation have been completed, and median pier masonry has started. The site is being prepared for setting structural steel in the spring of 2008.

The project will be approximately 55% complete at the end of the 2007 construction season and expected to be complete by summer 2008.

TRAFFIC IMPLICATIONS: The existing Cross Street and Cross Street Bridge will remain open to traffic during construction, although alternating one-way traffic patterns will be used along Cross Street to allow for construction of the roadway approaches. Occasional rolling roadblocks may be used during off-peak daytime hours on I-93 to assist slow moving vehicles in and out of the median. Only minor traffic delays should occur.



EAST BRIDGE ABUTMENT

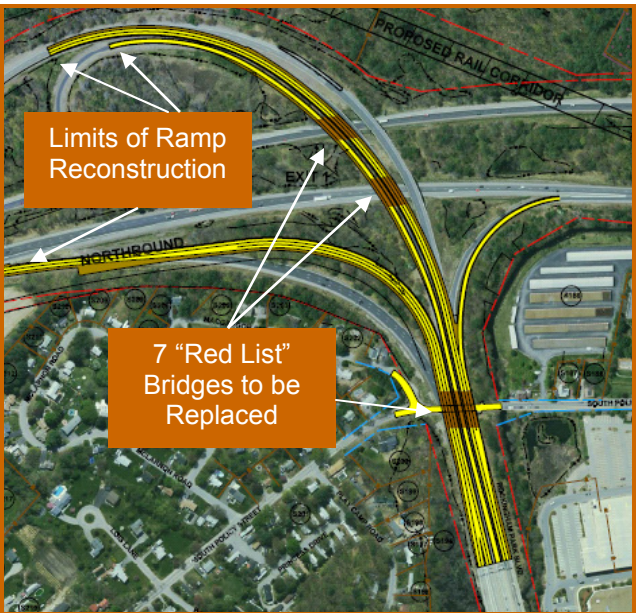


EXIT 1 RAMPS AND BRIDGES

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 project replaces or rehabilitates seven structurally deficient bridges on the "RED LIST" - four over the interstate and three over South Policy Street.

The first work in the phased construction of the Exit 1 NB on and off-ramps includes ramp excavation and fill placement operations, drainage installation, and placement of portable concrete barriers. The new NB off-ramp will be constructed this winter and will be operational next spring. A sound wall will be constructed along the eastern edge of the ramp and is expected to be completed by Fall 2008. Three bridges will be constructed during the 2008 construction season, two over mainline, and the NB off-ramp bridge over South Policy Street.

TRAFFIC IMPLICATIONS: Drivers using the ramps of this interchange should anticipate many traffic pattern changes over the two-year duration of this project. The number of lanes on the ramps over I-93 and South Policy will be maintained during construction, but the width of the lanes will be reduced. Occasional lane closures and traffic shutdowns will be permitted during periods of low traffic volume to allow for steel erection and bridge removal operations. Rolling roadblocks will be used along I-93 as required. Alternating one-way traffic may be utilized to facilitate construction along South Policy Street.



EXIT 1 RAMPS AND BRIDGES

YEAR OF ADVERTISEMENT LEGEND	
2006	
2007	
2008	