

I-93 COMMUTER BUS SERVICE PROJECT OVERVIEW

The New Hampshire Department of Transportation has developed a program to **expand intercity and commuter bus service in the I-93 corridor** to provide an alternative to auto travel between southern NH and Massachusetts.

The expanded bus service will begin operation in November 2008. The Department has contracted with a private firm, **Boston Express Bus**, to operate the expanded service and new facilities at Exits 5 and 4 in Londonderry and Exit 2 in Salem. The bus service will operate seven days a week from Exits 5 and 2, and weekdays only from Exit 4, providing up to 22 roundtrips on weekdays and 18 roundtrips on weekends. The buses will serve South Station and Logan Airport. Bus service from downtown Manchester will continue with six round trips each day. Schedules for the new bus service should be posted soon at www.bostonexpressbus.com.

To provide the expanded service, NHDOT has constructed new park-and-ride lots with bus terminals at Exit 2 in Salem and Exit 5 in Londonderry, as well as a bus maintenance and storage facility near Exit 5. A new bus terminal was opened in 2007 at Exit 4 in Londonderry. The bus service is a public/private partnership and is funded through the Federal Highway Administration's Congestion Mitigation and Air Quality (CMAQ) Program.

Estimated total ridership for the expanded service is 371,000 passenger trips in the first year, increasing to 522,000 in the third year.



Only 2.1 percent of personal trips in the US are made by public transportation.

NEW HAMPSHIRE RIDESHARE is a free geographical commuter matching service provided by the New Hampshire Department of Transportation. In addition to being expensive, driving alone also contributes to increased traffic congestion and air pollution. Click on the link above to find information for transit alternatives including carpools, van-pools and buses. You will also find a [calculator](#) to estimate how much you are currently spending on driving to and from work and an easy-to-complete [application](#) to be matched up with one or more other drivers to share the commute with.



I-93 TRANSIT STUDY - UPDATE



The two-year [Transit Study](#) worked to identify transit service opportunities within the I-93 corridor between Boston, MA and Manchester, NH. The study team analyzed a wide range of alternatives, including commuter rail and bus options, and also reviewed local land use policies that impact growth in the region and the potential for transit-friendly land use.

To present the Draft Strategic Implementation Plan developed as a result of the study, the NHDOT and Massachusetts Executive Office of Transportation held two public meetings, one in Manchester, NH and one in Methuen, MA, on October 1st and 2nd respectively. Members of the study team were available to discuss the Plan and to address public comments and questions. The Final Report will be issued in December 2008.



RebuildingI93.com

The New Hampshire Department of Transportation's

CORRIDOR NEWS

I-93 Construction News and Highlights

Fall 2008 Issue No. 5

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New Hampshire Department of Transportation

John O. Morton Building
7 Hazen Drive
Concord, NH 03302-0483

For more information,
phone (603) 271-2171
or email
Contact@RebuildingI93.com



~ I-93 Improvements ~ *Moving Ahead* ~

2008 SEES SIGNIFICANT PROGRESS IN I-93 IMPROVEMENTS: Although there is still a major amount of work to be done on the overall corridor improvement project, significant progress has been made in 2008 towards opening new infrastructure to the public. By the end of 2008, approximately \$40M in work will be completed, resulting in the completion of five construction projects.



NEW CROSS STREET BRIDGE OPENED TO TRAFFIC AUGUST 21, 2008

DEMOLITION OF OLD BRIDGE AT RIGHT IN THE PHOTO



EXIT 5 BUS MAINTENANCE FACILITY



EXIT 5 PARK-AND-RIDE



EXIT 5 BUS TERMINAL



EXIT 2 BUS TERMINAL

IN ADDITION TO THESE PROJECTS, A BUS TERMINAL WAS CONSTRUCTED AND IMPROVEMENTS WERE MADE AT THE EXISTING EXIT 4 PNR, OPENED TO THE PUBLIC IN MAY 2007.



ROCKINGHAM ROAD (RTE 28)
RECONSTRUCTION - OPEN TO TRAFFIC



RebuildingI93.com



CROSS STREET BRIDGE ~ SEPTEMBER ~ 2008

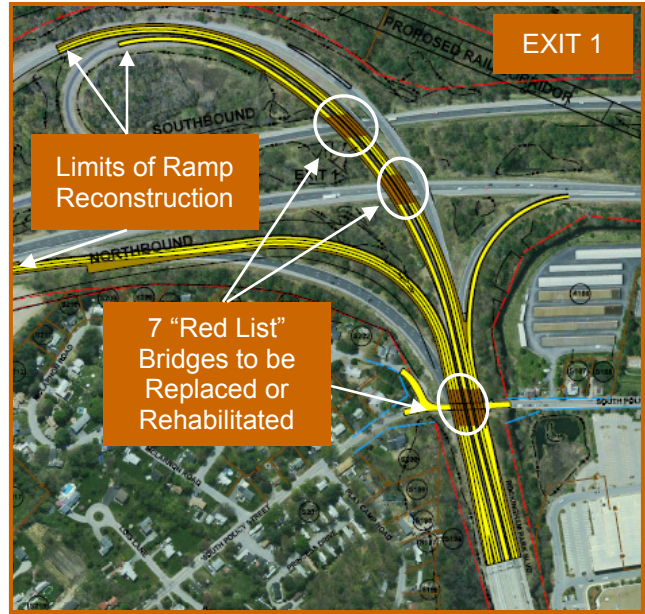
CROSS STREET BRIDGE

The new Cross Street Bridge opened to traffic August 21, 2008. The entire project is about 95 percent complete. The old bridge is currently being demolished and hauled off-site. Following removal of the structural steel, the old bridge abutments, pier masonry and piles will be removed to facilitate future I-93 corridor work. **Audley Construction, Inc. will complete this project by mid-October 2008.**

EXIT 1 RAMPS & BRIDGES

Under Contract 13933C SPS New England, Inc. is replacing the Exit 1 SB on/off-ramp bridges over the I-93 NB & SB barrels, and rehabilitating the ramp bridges over South Policy Street. These seven existing bridges have been determined structurally deficient and designated as "Red List" bridges. The four existing bridges over NB and SB I-93 will be consolidated into two single-span bridges. The two existing northerly bridges and the southerly most bridge over South Policy Street will be rehabilitated. The new bridges over I-93 NB & SB will be opened prior to the holidays. Construction work is expected to continue throughout the winter.

TRAFFIC IMPLICATIONS: Traffic lanes are being realigned on the southbound off-ramp and on-ramp at Exit 1. Lane closures and reduced widths can be expected. Uniformed officers and message boards will help guide traffic through the work zone. Go to RebuildingI93.com and click on the link next to the flagman for current traffic information.



CONSTRUCTION WORK ON EXIT 1 RAMP BRIDGE OVER SB I-93



SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) UPDATE

As a result of the lawsuit filed by the Conservation Law Foundation against the Federal Highway Administration and NHDOT seeking an injunction against the I-93 Improvement projects, the DOT was ordered by the Court to prepare a Supplemental Environmental Impact Statement (SEIS) to address the following:

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

The DOT is expediting efforts to finalize the SEIS and hopes to obtain a Record of Decision from FHWA by June of 2009. Public Information meetings were held March 18th & 19th, 2008. Preliminary results from the traffic model were presented. Conclusions that can be drawn from work to date include:

- I-93 Improvements will reduce traffic on alternate parallel routes; traffic will move back onto I-93.
- Original expectations about the need for, and effectiveness of, the I-93 Project are confirmed.
- Analysis of traffic and air quality on secondary roads will be reported in the Draft SEIS.

Work to complete the Draft SEIS continues. **A Public Hearing to present the document for comments is anticipated for January of 2009.**

The Court approved an agreement allowing some I-93 construction work to move ahead. The construction work allowed by this agreement is focused on removing traffic from "red list" bridges in an effort to improve safety along the I-93 corridor.



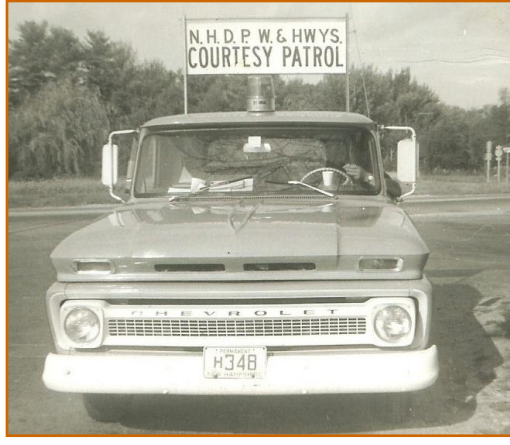
SERVICE PATROL

The DOT's pilot Service Patrol program has been a resounding success. There has been overwhelming positive feedback from the public and the media, with many written and emailed expressions of appreciation received from assisted motorists.

In five months of operation, the Service Patrol responded to 540 incidents, of which 30 were accidents, several requiring lane closures. The Service Patrol changed 82 tires, resolved 38 mechanical issues, provided fuel to 52 motorists and coolant to 23, recharged 15 batteries, and removed debris from the roadway in 113 instances. In the case of one flat tire, upon discovery that the spare was unusable, the Service Patrol transported the driver to purchase a new tire, then returned to the disabled vehicle to install the new tire. Vehicle breakdown time was reduced more than 100 hours per month. Positive benefits include:

- reducing potential for secondary incidents
- reducing traffic backups, thus reducing emissions of dangerous pollutants
- reducing NH State Police responses to minor incidents, freeing them to attend to more serious situations

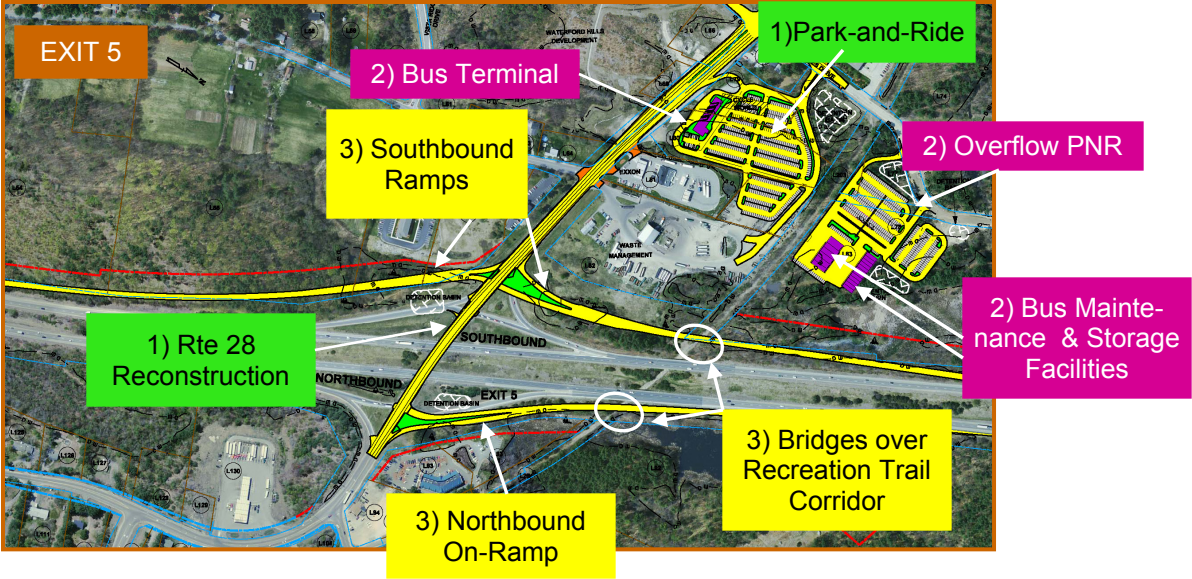
More good news: The operating costs of the Service Patrol have been about 25% less than originally anticipated. The DOT is extending the pilot program for a couple of months while investigating options for continuing the Service Patrol through the winter and beyond. Studies indicate highway service patrol programs are financially justifiable, providing a sizable return on the public's investment. **Motorists in need of assistance can call 271-6TMC.**



THIS IS NOT NH'S FIRST SERVICE PATROL PROGRAM. THE PHOTO ABOVE IS OF AN EARLY SERVICE PATROL VEHICLE



OVERVIEW - ONGOING EXIT 5 WORK



- EXIT 5 WORK - THREE CONTRACTS CURRENTLY UNDERWAY**
- (1) PARK-AND-RIDE AND RECONSTRUCTION OF NH RTE 28
 - (2) BUS TERMINAL, BUS MAINTENANCE & STORAGE FACILITIES, & OVERFLOW PNR SPACES
 - (3) SOUTHBOUND RAMPS, NORTHBOUND ON-RAMP, TWO BRIDGES

The permanent emergency route signs have been installed. They are intended to provide a route that travelers can follow once they are directed off the highway due to an incident that requires the highway to be closed. Each route serves to bypass a section of roadway between exits. In the extreme case that an entire exit / interchange would need to be shut down, the emergency routes would be used in combination to bypass an exit altogether.

For more information on the emergency routes, go to RebuildingI93.com.



An on-line survey was introduced in late 2007. 75 responders rated how well the DOT is doing on providing information to the public on a number of project-related subjects. Results (in percentages) are below:

Project-Related Subject	Very Well/Well	Poorly/Very Poorly	Don't Know
Construction Schedules & Status	71%	22%	7%
Financial Information	42%	26%	32%
Environmental Issues	60%	18%	22%
Traffic Management	70%	18%	12%
Alternative Transportation	46%	35%	19%
Community Growth/Planning	58%	17%	25%
Incident Management	59%	16%	24%

Overwhelmingly you've responded that you want to continue getting most of your information through this and the NHDOT websites. To participate in the on-line survey, go to RebuildingI93.com. Your responses to these and other questions will assist the NHDOT in providing the information you want the way you want it.



EXIT 2 PARK-AND-RIDE AND BUS TERMINAL

Final inspections are being scheduled and conducted prior to opening the Exit 2 Bus Terminal to the public. At 99 percent complete, only very minor work remains to be accomplished. **Continental Paving, Inc.** began work on this project in March 2007. In addition to the PNR and terminal, full reconstruction of Raymond Avenue and improvements to South Policy Street were included in the scope of the contract. **This contract will be complete by the end of October 2008.**



EXIT 2 BUS TERMINAL INTERIOR

www.rideshare.nh.gov

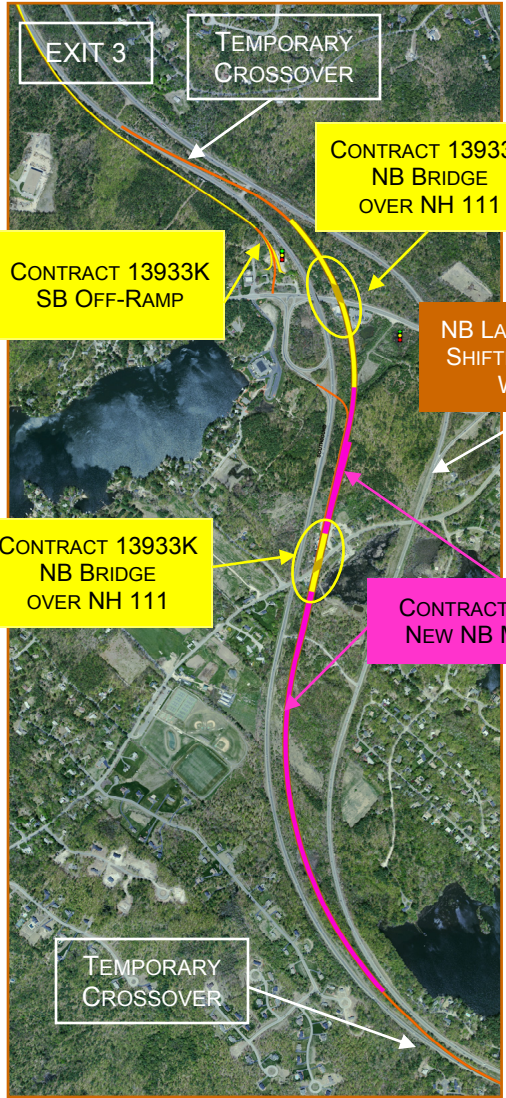


Improving commuting options through upgrading existing PNR facilities and adding new ones, plus expanded bus service, is part of the DOT's multi-faceted approach to relieving congestion on I-93.

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**, 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, removing two red list bridges from service.** This project advertised on July 8, 2008 and **bids were opened August 28, 2008.**

Construction will be done utilizing a **"Smart Work Zone"**. Electronic devices will be used to monitor traffic and alert the public of traffic backups via Dynamic Message Signs and the internet with the intent to keep the public informed on traffic conditions to improve safety and mobility.



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 is scheduled to advertise in January 2009.

Contract 13933G will also construct temporary crossovers, connecting this new section of NB to existing SB. 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. 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.



2007

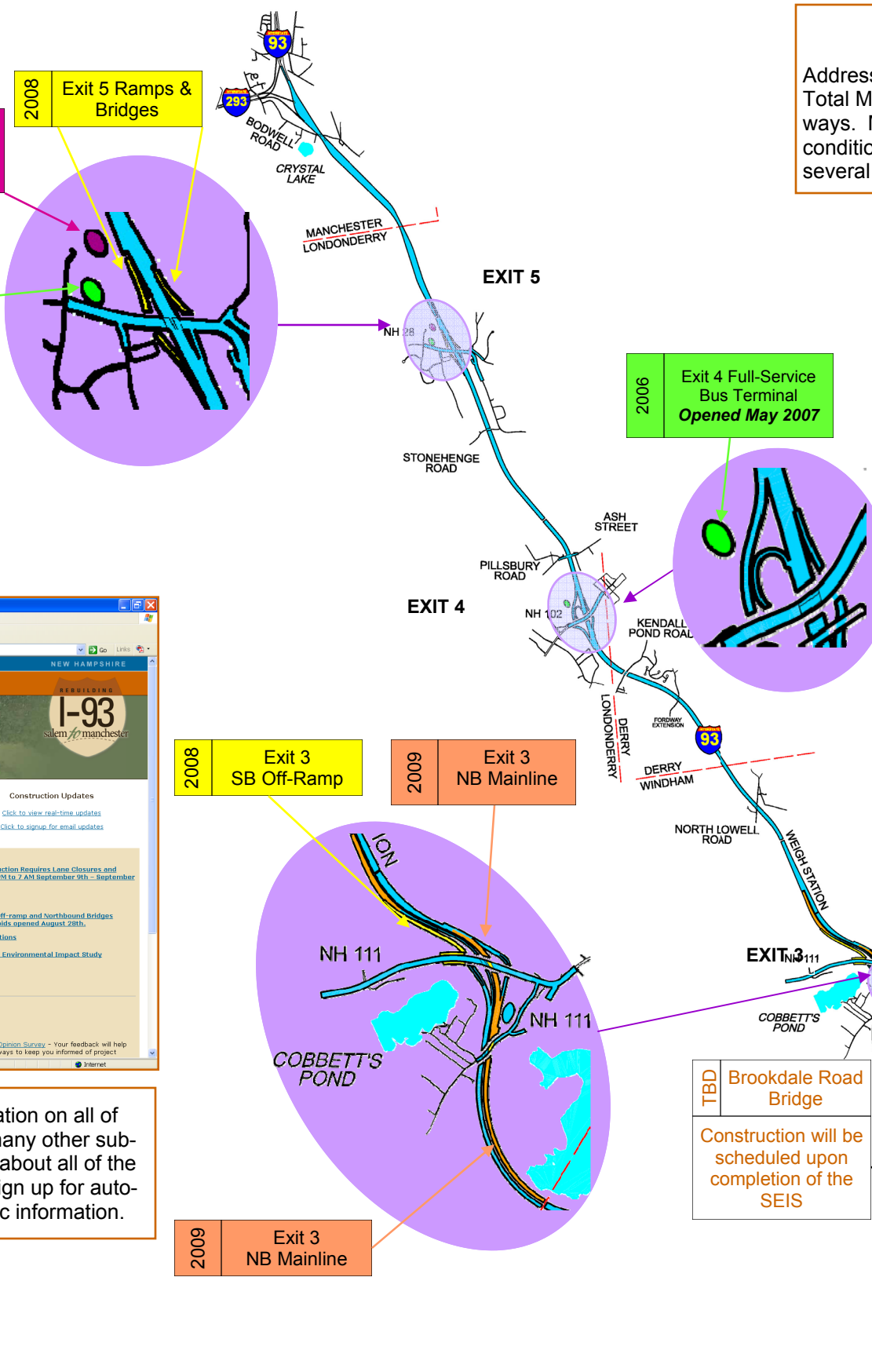
2008

2009

2007 Exit 5
Bus Maintenance
Facility

2006	Exit 5 Park-and-Ride/Bus Terminal
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2008	Exit 5 Ramps & Bridges
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The **I-93 Project Website** has up to date information on all of the topics covered in this newsletter as well as many other subjects. Please visit RebuildingI93.com to find out about all of the project initiatives, take a public opinion survey, sign up for automatic email notifications, and get up to date traffic information.

WHAT WILL WINTER BRING?

Addressing one of the specific environmental concerns of the I-93 corridor, the DOT working with DES, is conducting a Total Maximum Daily Load (TMDL) study with the goal of reducing the amount of salt that ends up in the local waterways. More details of the study can be found at [RebuildingI93.com](https://www.rebuilding93.com). One of the major concerns of the public is roadway conditions during the winter months. The DOT, while committed to maintaining safe road conditions, is undertaking several initiatives, including the two below, to reduce the amount of salt used on the roadways.

ANTI-ICING: All NHDOT-owned plow trucks on the I-93 corridor are equipped with ground speed controls and have the ability to pre-wet the salt with brine, a nearly salt-saturated water solution. Ground speed control keeps the salt application at a pre-selected constant rate per lane mile regardless of the speed of the truck. Pre-wetting the salt is more effective because it clings to the pavement better, thus decreasing the total amount of salt required and the amount of salt waste falling off the edge of the road. This reduces salt use and saves money, is better for the environment, and also increases safety for both motorists and plow drivers because the spreader spray patterns can be remotely controlled from inside the truck cabs.



NEW WINTER ROAD MAINTENANCE TECHNOLOGY: The public continues to have rising expectations of winter road maintenance operations while transportation agencies are contending with constrained funding and staff. The need to balance safety with protecting the environment makes it that much more essential to make informed decisions. To help meet that balance, the NHDOT continues to use and test new technologies.

In cooperation with the FHWA, NH has developed a Maintenance Decision Support System (MDSS), a software tool that merges weather forecasting with roadway maintenance practices and generates treatment recommendations on a route by route basis. Using data from the National Weather Service and Remote Weather Information Stations (NH has 12), the MDSS technology creates screen displays that can assist each patrol section. The MDSS can:

- Report actual road surface conditions
- Report actual maintenance treatments
- Recognize resource restraints
- Identify feasible maintenance treatments
- Predict road surface behavior
- Communicate recommendations to supervisors and workers

Basic benefits include:

- Improved safety due to reduced crash risk;
- Increased mobility due to restored capacity;
- Increased productivity; and
- Reduced labor, treatment material and equipment costs
- Reduced impact to the environment

