

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

Continental Paving continues site work for construction of the \$6.4M, **470+ space PNR facility with a full-service bus terminal**. The steel structure of the terminal building has been erected. The estimated completion date for this project is fall of 2008.

The facility will be accessed from Exit 2 via eastbound Pelham Road. In 2008, 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 westbound Pelham Road.



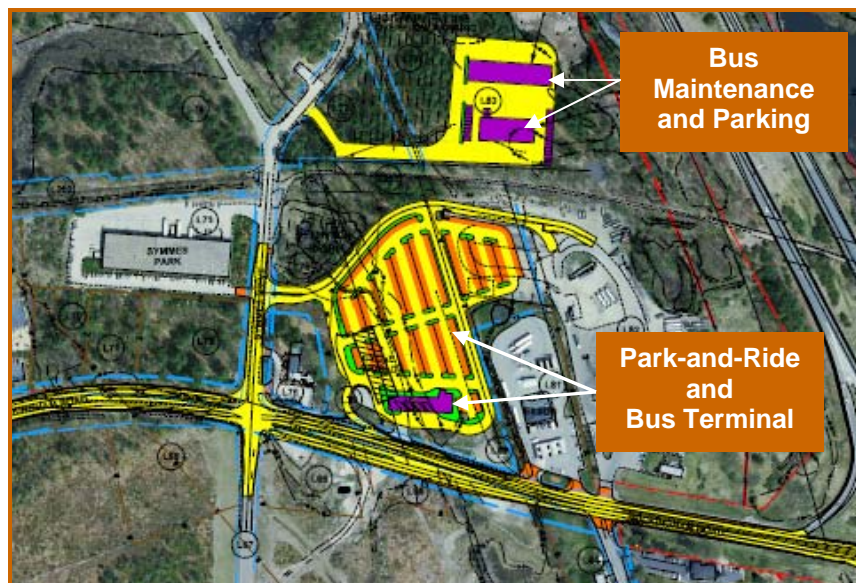
EXIT 2 BUS TERMINAL STRUCTURE
APPROXIMATELY 6,000 CUBIC YARDS OF ROCK (MORE THAN 10,000 TONS) HAVE BEEN EXCAVATED FROM THIS SITE. THIS ROCK WILL BE CRUSHED AND REUSED IN THE PROJECT. AS OF AUGUST 1, 2007, THE PROJECT WAS 24% COMPLETE.

For more information, please visit www.rideshare.nh.gov



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

The work at Exit 5 represents two separate but related projects. Audley Construction has been working to construct a **443-space Park-and-Ride** lot and to complete the **full reconstruction of approximately 2,500 feet of Rockingham Road (NH 28)**. 275 additional parking spaces will be constructed adjacent to the maintenance facility. **Construction on both projects will be complete by the fall of 2008.**



EXIT 5 SITE - PARK-AND-RIDE, BUS TERMINAL, BUS MAINTENANCE FACILITY AND BUS PARKING

The \$6.6M contract for construction of the **bus terminal and bus maintenance facility** at Exit 5 was awarded to North Branch Construction, Inc. of Henniker, NH on August 22, 2007.

The **terminal** will be a 5,000 square foot (SF) building housing administrative offices, mechanical and maintenance areas, and public areas including restrooms, seating with arrival/departure monitors, and a vending area. The **bus maintenance facility** will consist of two 12,000 SF buildings. One will include **three service bays**, a wash bay, and general support offices for drivers and maintenance crews. The second structure will accommodate twelve drive-in/back-out, **bus parking bays**.



CORRIDOR NEWS

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~ I-93 Improvements ~ Moving Ahead ~

As NHDOT moves ahead with the I-93 Improvements, it is committed to communicating project information to the public. The DOT has developed informational materials including newsletters, fact sheets and graphics which can be viewed on the **project website**. RebuildingI93.com was created specifically for this project and contains an abundance of I-93 related information. The website is constantly evolving to bring better and more information to the public.



An **on-line survey** is coming for you to let the DOT know what is important to you, what you want to hear about the project, and how you want to hear it. Your comments, questions, opinions and suggestions are welcomed and valued. **Contact information can be found on the side bar to the left, or click on "Contact Us" on the website.**

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

CONCURRENT INITIATIVES

- Including the construction efforts associated with the highway, there are four **concurrently managed initiatives** as represented by the logo below.
- The **Community Assistance Technical Program (CTAP)** was developed to provide tools, training and other resources to communities to assist them in planning for growth.
- Environmental enhancement strategies** being employed during this project include advanced storm water treatment, wetland preservation and creation, land preservation, flood storage creation, hazardous spill containment and sound wall construction, to name a few.
- The **Transit Investment Study (TIS)** is, in a joint effort with Massachusetts, exploring possible public transportation alternatives for the Corridor.



For more information on the Transit Investment Study, please visit i93transit.org.



CROSS STREET BRIDGE

The replacement of Cross Street Bridge over I-93 and related improvements to the roadway approaches are being accomplished by Audley Construction. The new 420-foot long bridge will be located about 80 feet north of the existing bridge. The existing bridge will be removed when the new bridge and roadway approaches are completed.

Night construction occurred during June to place a temporary access island in the median to facilitate the construction of the new bridge and removal of the old bridge. Bridge construction will continue through the 2007 construction season with the anticipation that structural steel will be set before winter shutdown.

Traffic Implications:

The existing Cross Street and 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 roadway approaches. Existing lanes of traffic will be maintained along I-93. Any required lane closures will be limited to off-peak hours.

Construction on this project will be complete by the summer of 2008.

EXIT 4 PARK-AND RIDE/BUS TERMINAL

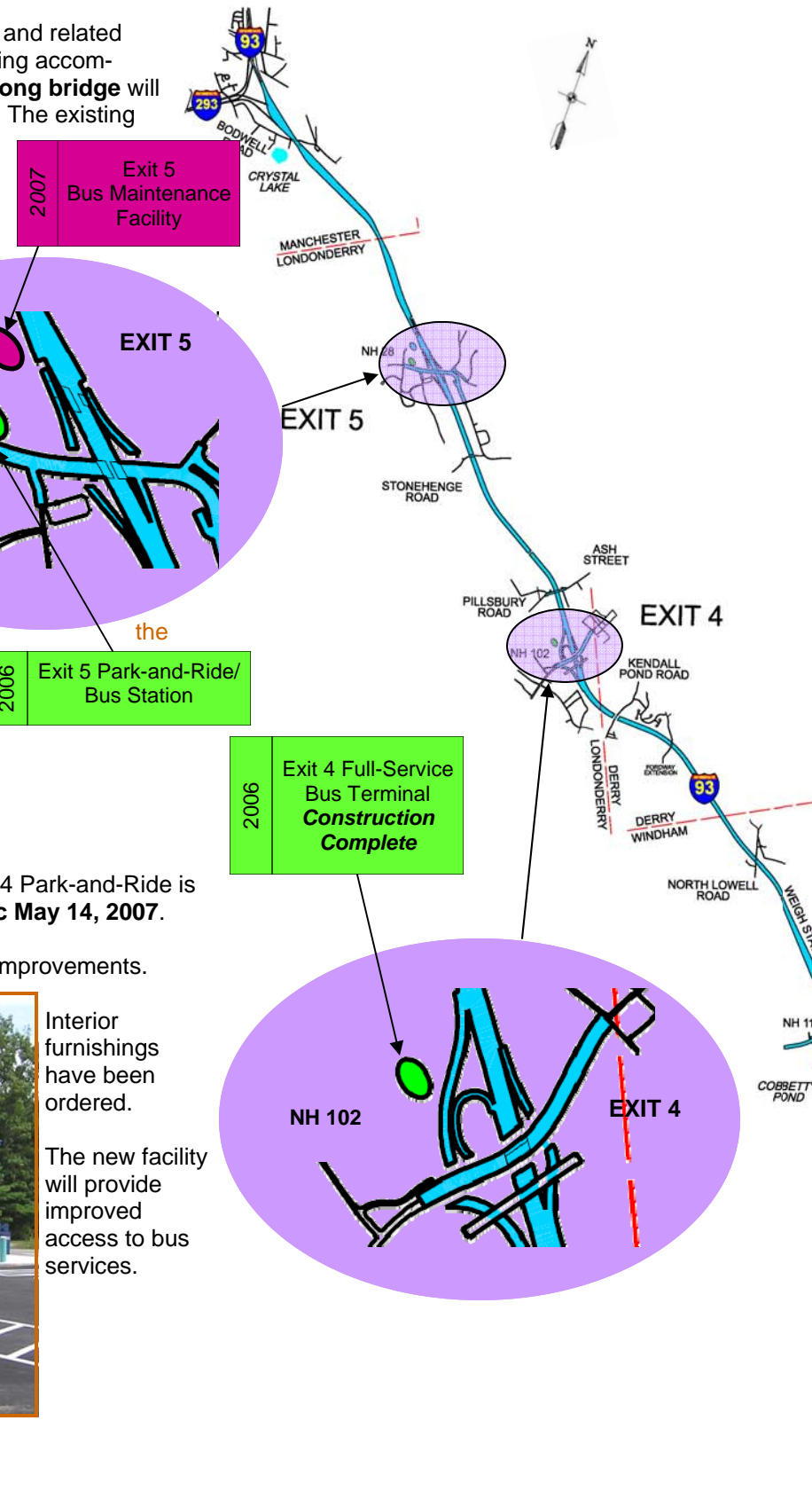
Construction of the bus terminal at the existing Exit 4 Park-and-Ride is complete and the terminal was opened to the public May 14, 2007.

The existing PNR has been retained with minor site improvements.

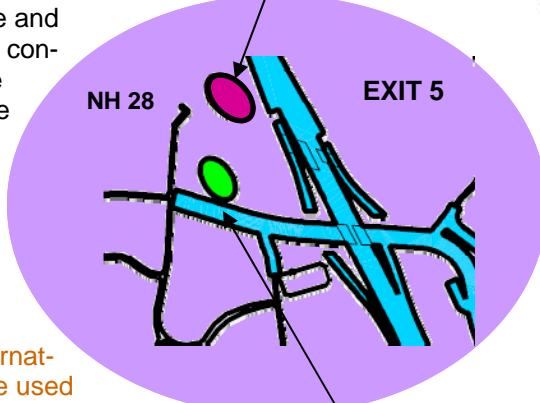


Interior furnishings have been ordered.

The new facility will provide improved access to bus services.

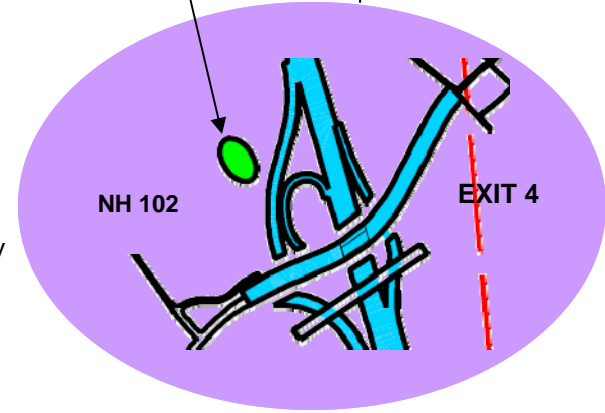


2007 Exit 5 Bus Maintenance Facility



2006 Exit 5 Park-and-Ride/Bus Station

2006 Exit 4 Full-Service Bus Terminal Construction Complete



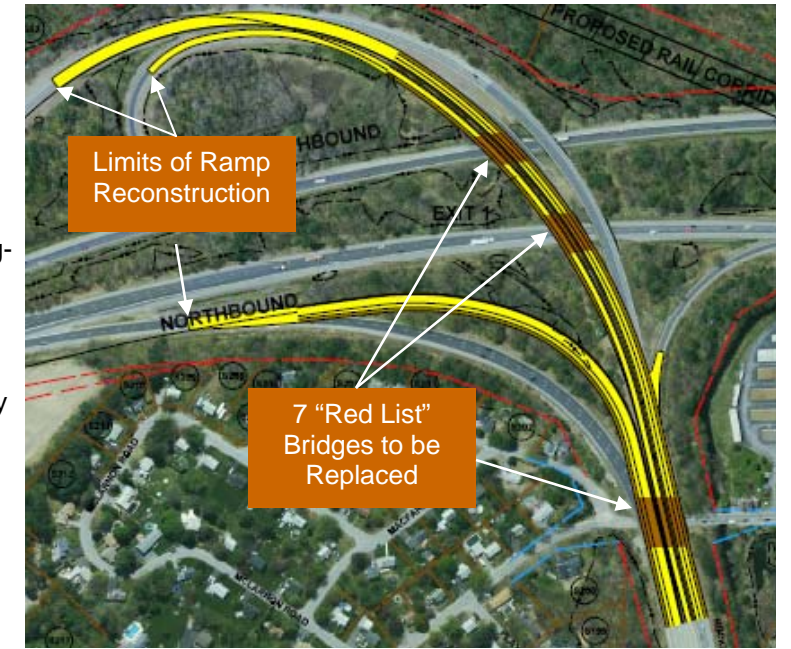
EXIT 1 RAMPS AND BRIDGES

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 seven structurally deficient bridges on the "RED LIST" - four over the interstate and three over South Policy Street. All of these existing bridges currently have debris netting installed beneath them.

This construction project was awarded to SPS New England, Inc. of Salisbury, MA on August 22, 2007. Construction is expected to start in late summer, early fall.

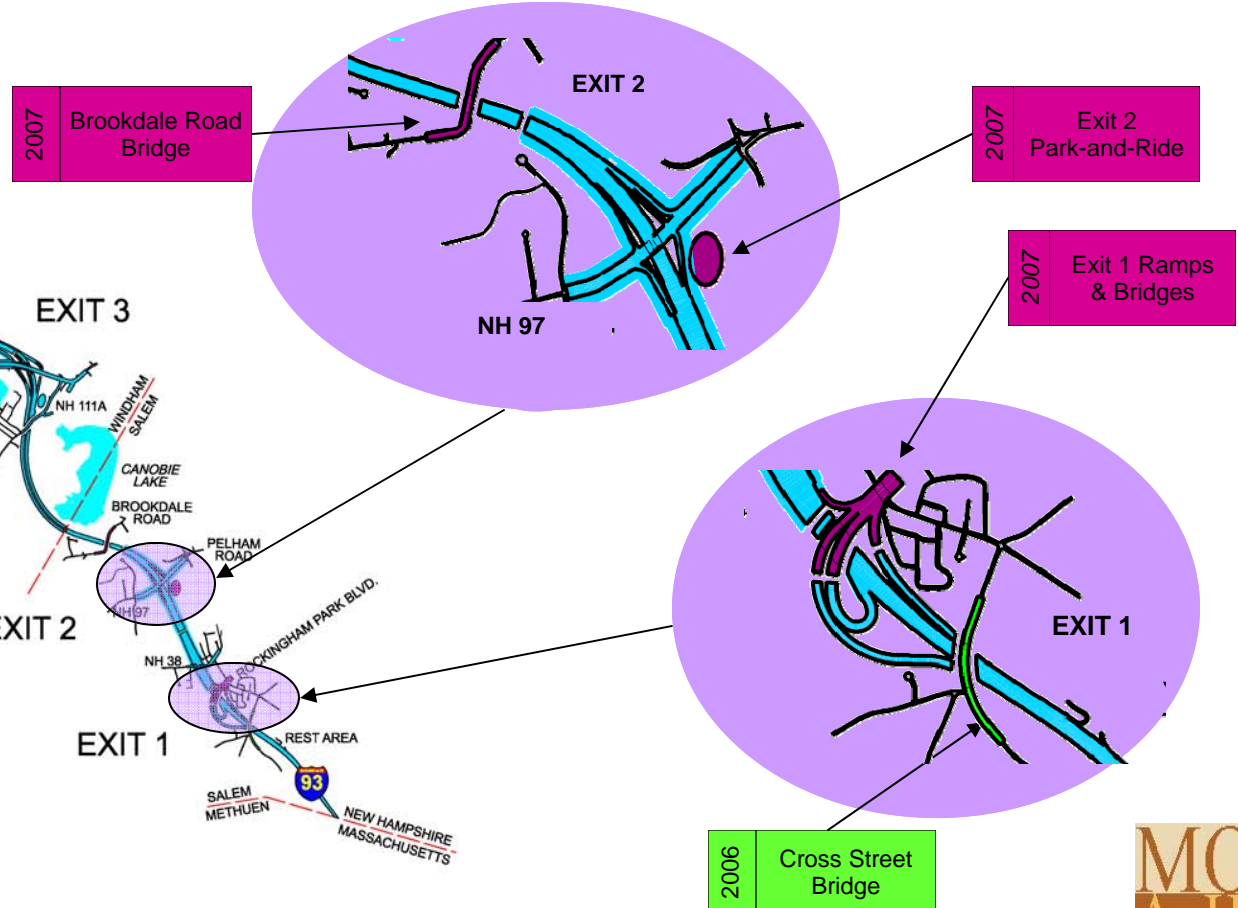
A sound wall will also be constructed along the easterly side of the northbound off-ramp.

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 the interstate and S. 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.

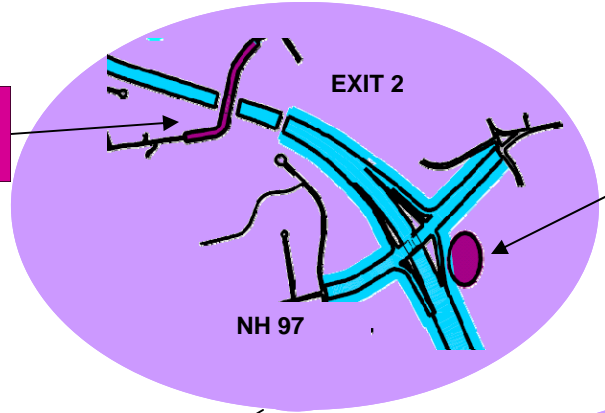


Limits of Ramp Reconstruction

7 "Red List" Bridges to be Replaced

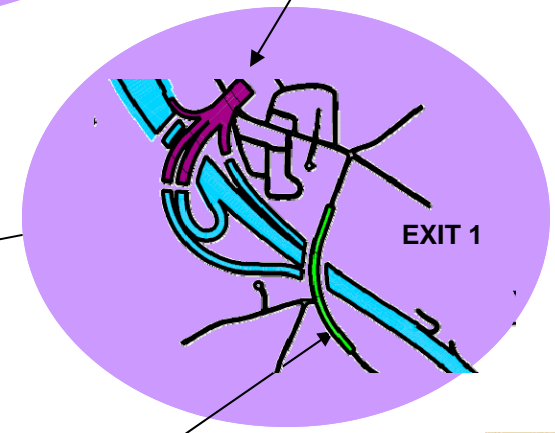


2007 Brookdale Road Bridge



2007 Exit 2 Park-and-Ride

2007 Exit 1 Ramps & Bridges



2006 Cross Street Bridge