



## NHDOT I-93 Exit 3 Video Script

**0:00** The reconstruction of I-93 is one of the most ambitious projects the New Hampshire DOT has ever undertaken with the simple goal of making the corridor safer and to meet the PRESENT AND FUTURE mobility needs.

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**0:13** The signing of the Federal Aid Highway Act of 1965 enabled states to plan and build their own portions of the new interstate system. Prior to this authorization the states were left to build their own highways. The best example of this is the FE Everett Turnpike in the center of the state and opened in 1957.

**0:31** Starting in 1959 construction began on the NH portion of i\_93. The original design of the interstate was to be 2 lanes in each direction and was to accommodate between 60 and 70 thousand vehicles per day.

**0:44** Prior to the interstate in NH there was no I-93, just simply a north-south arterial and an east-west connector.

**0:56** By 1962, Route 111 and Route 111A are straightened and realigned to provide a smoother and safer alignment. The original north-south artery is removed and the original northbound alignment and original southbound alignment of I-93 are constructed and opened to traffic.

**1:16** From the 1970's all the way to the 2000's, there is little to no change in alignment on Interstate 93. There are still only two lanes of traffic in each direction and vehicle volumes start to increase at a rate the roadway can no longer efficiently handle. Extensive studies are conducted to provide a solution to address safety and congestion concerns.

**1:36** In late 2008, construction within the Exit 3 corridor begins to realign the northbound direction and construct the new exit 3 southbound off ramp.

**1:51** In 2009, northbound traffic remains on the original northbound alignment and southbound traffic remains on the original southbound alignment. Construction begins for the new northbound bridges over Route 111A and Route 111. To accommodate future temporary traffic patterns, the construction of an interim exit 3 southbound off-ramp begins.

**2:11** In order to construct the new bridges and southbound off-ramp, blasting operations begin to remove rock and ledge.

**2:28** Once ledge is removed, the formwork for the northbound bridge abutments commences. Foundations are set and bridge pier work begins.



**2:57** Excavation and embankment construction takes place for southbound off-ramp.

**3:02** By 2010, traffic in both directions remain on their original alignments. Northbound bridge work continues and exit 3 northbound mainline construction begins.

**3:17** Steel beam superstructures are set for northbound bridges. Decks are placed, waterproof membranes are installed, and bridge decks undergo the paving process.

**3:29** Massive blasting operations continue to clear ledge and rock for the construction of the new northbound alignment as well as interim crossovers at the north and south ends of the exit 3 area to transition traffic to the existing southbound lanes.

**3:42** By November 2010, the northbound bridges have been completed.

**3:55** In 2011, northbound mainline construction continues as blasting, earthwork, grading and paving are underway.

**4:16** By Fall 2011, the new northbound alignment within the exit 3 corridor is completed. Interim crossovers have been constructed and the interim southbound off-ramp is opened.

**4:28** Northbound traffic remains on the original northbound alignment.

**4:33** The original southbound alignment closes for southbound bridge and mainline widening construction. As such, southbound traffic is diverted to the new northbound alignment via interim crossovers. This new traffic pattern improves the safety and capacity of the interchange, removes two red-list bridges from service and will minimize recurring traffic backups during the southbound morning commute.

**4:57** In 2012 construction begins for the new southbound bridges over Route 111A and Route 111. Bridge demolition work to remove old I-93 southbound bridges take places in early 2012 and is followed by southbound bridge abutment construction.

**5:30** In 2013, southbound bridge construction continues. Steel beam superstructures are installed.

**5:52** Decks are placed and paved. By the end of 2013, the southbound bridges have been completed.

**6:06** Also in 2013, the new southbound widened alignment begins to form. Blasting operations take place to accommodate for the new alignment.

**6:17** Earthwork, Drainage and Grading operations take place along the new southbound alignment.

**6:28** In 2014, construction for the new Route 111 Alignment begins. Blasting operations remove ledge to make way for roadway construction.

**6:45** Exit 3 Northbound on- and off-ramp construction begins as major ledge removal is performed and embankments are constructed.



**7:18** The new southbound mainline alignment undergoes paving operations.

**7:28** September 2014, southbound traffic is diverted off the new northbound alignment onto the new final southbound alignment.

**7:40** In November 2014, northbound traffic is diverted from the original alignment to the modified final northbound alignment.

**7:54** By 2015, traffic is traveling on the new mainline northbound and southbound alignments within the Exit 3 corridor. New modified southbound on-and-off ramps are in use as well as the newly constructed northbound off-ramp. The existing northbound-on ramp is still in use as construction continues for new ramp.

**8:16** The new Route 111 alignment continues to take form in 2015

**8:41** By August, Route 111 traffic is shifted to the new alignment from the Windham Post Office to the old I-93 northbound bridge. Southbound on-and off-ramps are modified to accommodate traffic to the new Route 111 alignment.

**8:54** Old I-93 bridges are removed and the newly aligned Route 111 traffic begins to use the newly constructed northbound on-ramp.

**9:03** By 2016, the exit 3 interchange is completed as all on- and off-ramps have been constructed and are in use. In 2016, Route 111A realignment begins as well as the realignment of Route 111 east of the northbound ramps. The Exit 3 park and ride construction contract commences.

**9:24** Fast forward to Fall 2016, The exit 3 corridor is complete. New Interstate 93 alignments allow for greater efficiency and safer operations. Route 111 and Route 111A have been realigned to improve mobility and access to interstate 93.

**9:40** Over the past several years, NHDOT has taken I-93 from a congested state, through an extensive and complex construction period, to an efficient major highway system providing safe and efficient operations. Today, operations within the exit 3 corridor are exceeding expectations, allowing for more capacity as traffic volumes continue to increase in the surrounding area.

**10:05** To encourage carpooling and public transportation connections, a park and ride lot was opened in late 2017 off the exit 3 interchange. The lot provides 140 spaces for vehicles.

**10:16** This completion of this project marks a drastic pivot point in the maintenance and improvement of the quality of life for New Hampshire residents as I-93 continues to provide a critical link between the communities in south central New Hampshire and the greater Boston metropolitan area.