



**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



187 SAC

**CHRISTOPHER D. CLEMENT, SR.**  
**COMMISSIONER**

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

Her Excellency, Governor Margaret Wood Hassan  
and the Honorable Council  
State House  
Concord, New Hampshire 03301

Bureau of Right-of-Way  
May 22, 2014

**REQUESTED ACTION**

RESOLVED, that a Highway Layout Commission member be appointed for the Salem-Manchester, IM-IR-0931(174), 10418C project. It is requested that Thomas Deblois be appointed to replace Real Pinard and his name be added to the Highway Layout Commission along with existing members William Gregsak and Harley Featherston.

The new Layout Commission will consist of the following:

Thomas Deblois	824 S Mammoth Road	Manchester
William Gregsak	243 Haverhill Road	Chester
Harley Featherston	16 Pleasant Street	Salem

**EXPLANATION**

Commission Member Real Pinard of Manchester is no longer available to serve.

In order to continue with the right-of-way acquisition process for the Salem-Manchester project, we propose to appoint the new Layout Commission as shown above.

This suggested Commission was reviewed and approved by Executive Councilor Christopher Pappas on May 15, 2014 and Executive Councilor Christopher Sununu on May 20, 2014.

Respectfully,

Christopher D. Clement, Sr.  
Commissioner

CDC/CRS/cbs  
Attachment



- P E T I T I O N -

To Her Excellency, the Governor, and the Honorable Council:

In accordance with RSA 230:45, I, Carol A. Murray, Commissioner of the New Hampshire Department of Transportation, propose that alterations be made to I-93 in the Towns of Salem, Windham, Derry, and Londonderry and the City of Manchester at the location given below:

**SALEM-MANCHESTER, IM-IR-93-1(174)0, 10418-C**

Beginning at a point in the traveled way of Interstate 93 (I-93) at the Massachusetts border in Salem, N. H. and running northerly approximately nineteen (19) miles through the Towns of Salem, Windham, Derry, Londonderry, and the City of Manchester to the I-93/I-293 diverge in Manchester, N. H. The layout involves the reconstruction and widening of I-93 to four-lanes of travel in each direction. The project layout continues the Limited Access Right-of-Way designation that exists for the highway, interchanges, and connector roadways, with modifications, as appropriate to accommodate the proposed infrastructure improvements.

The layout includes the reconstruction and reconfiguration of the interchanges along I-93 at Exit 1 (Rockingham Boulevard), Exit 2 (Pelham Road), Exit 3 (N. H. Route 111), Exit 4 (N. H. Route 102), and Exit 5 (N. H. Route 28). Exit 1 will be reconstructed to improve the geometry of the southbound loop ramps and to accommodate the northbound slip ramps. The southbound loop ramps will tie into the Rockingham Park Boulevard with construction ending just east of the bridge over South Policy Street. The northbound off-ramp will include the construction of a two-lane collector distributor road beginning approximately two tenths (0.2) of a mile south of the Salem Rest Area and continuing northerly through the Exit 1 northbound off-ramp, a distance of approximately seven tenths (0.7) of a mile. Exit 2 will be reconfigured to a diamond interchange, including the reconstruction of all four ramps and the addition of a truck climbing lane extending northerly from the northbound on-ramp approximately one (1.0) mile. The Exit 2 reconstruction will include approximately six tenths (0.6) of a mile of Pelham Road reconstruction and widening beginning at Manor Parkway/Stiles Road and running easterly to South Policy Street. Exit 3 will be reconfigured to a tight diamond interchange with approximately two (2) miles of the northbound barrel of I-93 relocated adjacent the southbound barrel. The southbound barrel will also be realigned to a lesser degree over a similar length. The Exit 3 reconstruction will include reconstructing and relocating approximately one and five tenths (1.5) miles of N. H. Route 111 beginning approximately three tenths (0.3) of a mile west of Wall Street and running easterly, in part on new location north of existing N. H. Route 111 before rejoining the existing N. H. Route 111 alignment near the I-93 southbound barrel and continuing to just west of N. H. Route 111A (Range Road). The segment of N. H. Route 111 from Wall Street to just west of N. H. Route 111A will be limited access highway. Approximately two tenths (0.2) of a mile of existing N. H. Route 111 will be reconstructed to intersect with relocated N. H. Route 111 at Wall Street. A truck-climbing lane will extend northerly from the proposed northbound on-ramp approximately eight tenths (0.8) of a mile. Exit 4 will be reconstructed maintaining the existing overall interchange configuration and most of the existing southbound ramps infrastructure. The Exit 4 reconstruction will include approximately six tenths (0.6) of a mile of N. H. Route 102 reconstruction and widening beginning at the I-93 southbound on-ramp and running easterly to Londonderry Road. Exit 5 will be reconstructed maintaining the existing diamond configuration. The Exit 5 reconstruction will include approximately one and two tenths (1.2) miles of N. H. Route 28 reconstruction and widening beginning approximately seven tenths (0.7) of a mile west of I-93 and running southerly to two tenths (0.2) of a mile south of Liberty Drive. Approximately five hundred (500') feet of approach work will be required on Symmes Drive and Perkins Road as they intersect N. H. Route 28, and on Independence Drive at Auburn Road.

The layout also includes the replacement of the Cross Street bridge over I-93 to the north of the existing bridge and approximately four tenths (0.4) of a mile of associated roadway approach reconstruction; the replacement of the Brookdale Road bridge over I-93 on existing alignment and approximately two tenths (0.2) of a mile of associated roadway approach reconstruction; and the replacement of the Ash Street/Pillsbury Road bridge over I-93 on existing alignment and approximately two tenths (0.2) of a mile of associated roadway approach reconstruction.

The layout further includes constructing new Park and Ride facilities at Exit 2, Exit 3 and Exit 5. At Exit 2, the facility will be located in the southeast quadrant of the interchange and involve reconstruction of two tenths (0.2) of a mile of Raymond Avenue and widening along two tenths (0.2) of a mile of South Policy Road at its intersection with Raymond Avenue. At Exit 3 the facility will be located adjacent to the relocated northbound barrel in the southeast quadrant of the interchange. At Exit 5, the facility will be located in the northwest quadrant of the interchange and include construction of an access drive to Symmes Drive.

The layout of I-93 accommodates space for a potential future rail line extending from the Massachusetts state line northerly on the west side of I-93 through Exit 1, and in the median of I-93 from just north of Exit 1 to just north of the Exit 5 interchange. The layout also includes a bike path along the length of the highway corridor from Exit 2 to Exit 5, interconnecting the Park and Ride lots and intersecting local roads.

The layout also includes all associated wetland and natural resource mitigation and storm water management areas as may be required to comply with State and Federal permit requirements.

Therefore, in accordance with RSA 230:45, I, Carol A. Murray, Commissioner of the New Hampshire Department of Transportation, propose that such alterations be made to I-93 in the Towns of Salem, Windham, Derry and Londonderry, and the City of Manchester.

(Signed) Carol A. Murray  
Commissioner

Dated at Concord, N.H. this  
3rd day of May, A.D., 2002.