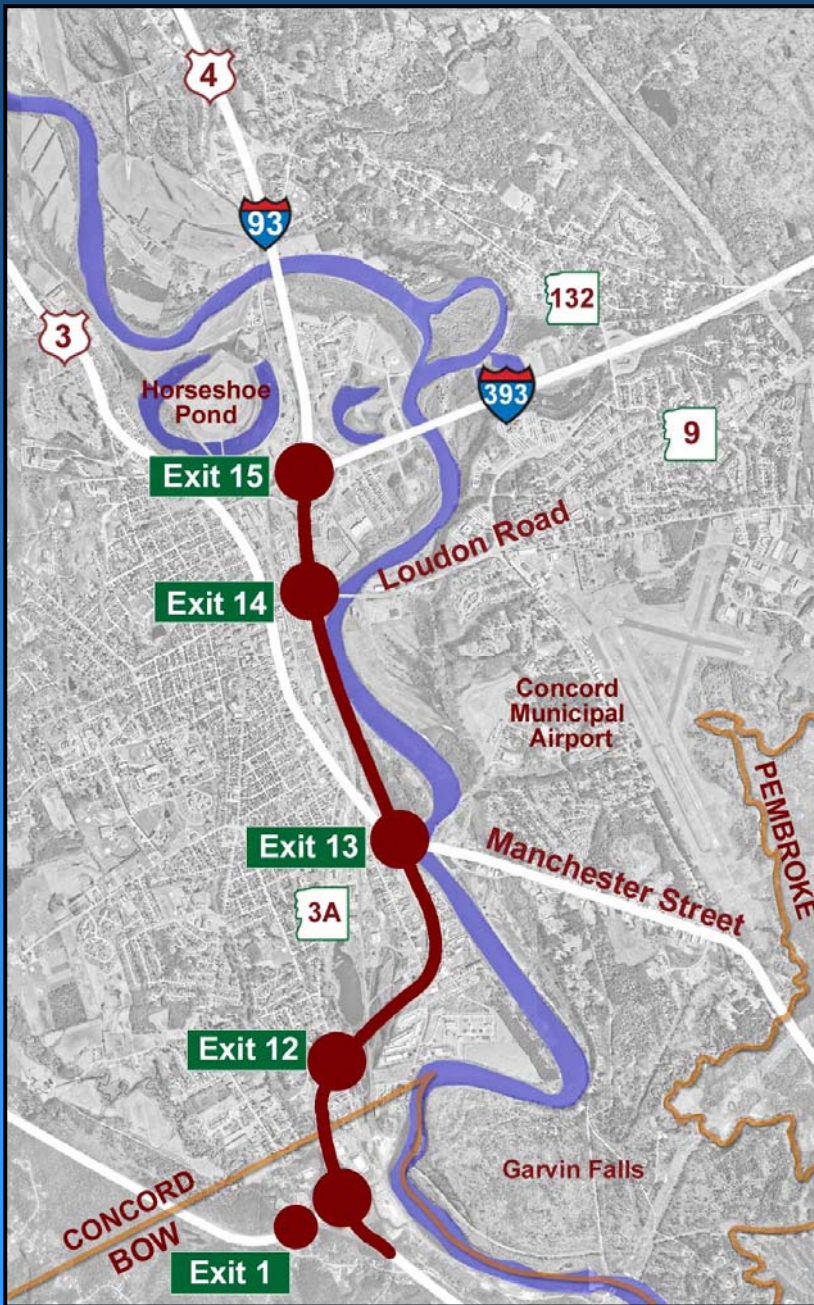




# *Public Informational Meeting*

April 17, 2007



# ***Bow-Concord I-93 Transportation Planning Study***

# Context Sensitive Solutions Planning Steps



# ***Bow-Concord Planning Group***

## **Environment**

Environmental Protection Agency  
Army Corp. of Engineers  
US Fish & Wildlife  
NH Dept. of Environmental Services  
NH State Historic Preservation Office  
NH Fish & Game  
Conservation Law Foundation  
Society for the Protection of NH Forests  
Jordan Institute  
NH Celebrates Wellness

**Bow - Concord**

## **Community**

Town of Bow  
City of Concord  
Town of Pembroke  
Concord 2020  
River Connection

## **Transportation**

FHWA  
NHDOT  
Central NH Regional Planning  
NHDRED – Travel & Tourism  
NH Office of Energy & Planning  
Concord Area Transit  
Concord Trailways  
Pan Am Railway  
NE Southern Railroad

# ***Project Problem Statement***

"Marked by aging infrastructure and limited transportation options, the Bow-Concord I-93 Corridor neither meets the varied transportation and safety demands of interstate highway users, nor appropriately balances those demands against the interests of the Capitol Region communities in their unique identities and visions, their economic vitality, preservation of and access to their natural and historic resources, and their quality of life. Future population and economic growth, in the region and beyond, will increase transportation demand and further exacerbate this problem."






# ***Project Goal Statement***

“The Bow-Concord I-93 Corridor should balance the needs of all users and the surrounding communities by providing a safe, affordable, reliable, environmentally acceptable and community compatible transportation system. The system will offer mobility choices and complement the unique character of the Capitol Region communities. It will support their economic initiatives, preserve and/or enhance their natural and historic resources, facilitate non-vehicular access, and sustain the communities’ quality of life, now and into the future.”

**ALTERNATIVE SCREENING CRITERIA  
SCREENING SUMMARY**

Alternative X proposes the following improvements or provisions; ...

# Screening Criteria






Category	Score				
					
Access					
Aesthetics					
Community Resources					
Community Vision					
Economic Vitality					
Historic and Archeological Resources					
Implementation					
Mobility					
Natural Environment					
Public Health					
Quality of Life					
Residential Neighborhoods					
Safety					
Support					
Transportation Choice					

Alternative X is deemed ...	Reasonable or Unreasonable
-----------------------------	----------------------------

**ALTERNATIVE SCREENING CRITERIA  
SCREENING SUMMARY**

Alternative X proposes the following improvements or provisions; ...

# Screening Criteria






Category	Score				
					
Access					
Aesthetics					
Community Resources					
Community Vision					
Economic Vitality					
Historic and Archeological Resources					
Implementation					
Mobility					
Natural Environment					
Public Health					
Quality of Life					
Residential Neighborhoods					
Safety					
Support					
Transportation Choice					

**Bow-Concord I-93 Transportation Planning Study**

**SCREENING CRITERIA**

---

The purpose of screening is to evaluate whether a concept is effective in addressing the problems and goals defined for this project. The criterion on the following pages determines if a concept is reasonable and should be included in the range of reasonable alternatives. The criteria are arranged into fifteen categories that are summarized on the previous page. The Scoring System outlined below is a qualitative measure of a concepts ability to meet the criteria. The Category Score is an overall score for the particular category that is not just the sum of the detailed scoring.

Scoring System				
				
Fatal Flaw Impact	Negative Impact	Neutral	Benefit	Substantial Benefit
Serious Degradation	Degradation	Not Applicable	Improvement	Substantial Improvement
Unreasonable	Opposition	No Impact	Enhancement	Reasonable
Strong Opposition			Support	Strong Support

Alternative X is deemed ...	Reasonable or Unreasonable
-----------------------------	----------------------------



# ***Alternatives or Components***

## **Stand Alone Alternatives**

- No Build
- Travel Demand Management (TDM)/Transit
- Transportation System Management (TSM)
- Opportunity Corridor Concept Option 1
- Opportunity Corridor Concept Option 2 (Reversible Lane)
- Opportunity Corridor Concept Option 4 (106 Connector & Exit 2 ½)
- Opportunity Corridor Concept Option 5 (“Lite”)
- Route 106 Connector Option 1 (I-89 to Route 106)
- Route 106 Connector Option 2 (I-93 to Route 106 & Exit 11 ½)
- Local Road Improvements
- Safety Improvements
- 1992 Feasibility Study
- Passenger Rail Service
- Shift I-93 to East Side of Merrimack River
- Western Beltway

## **Components**

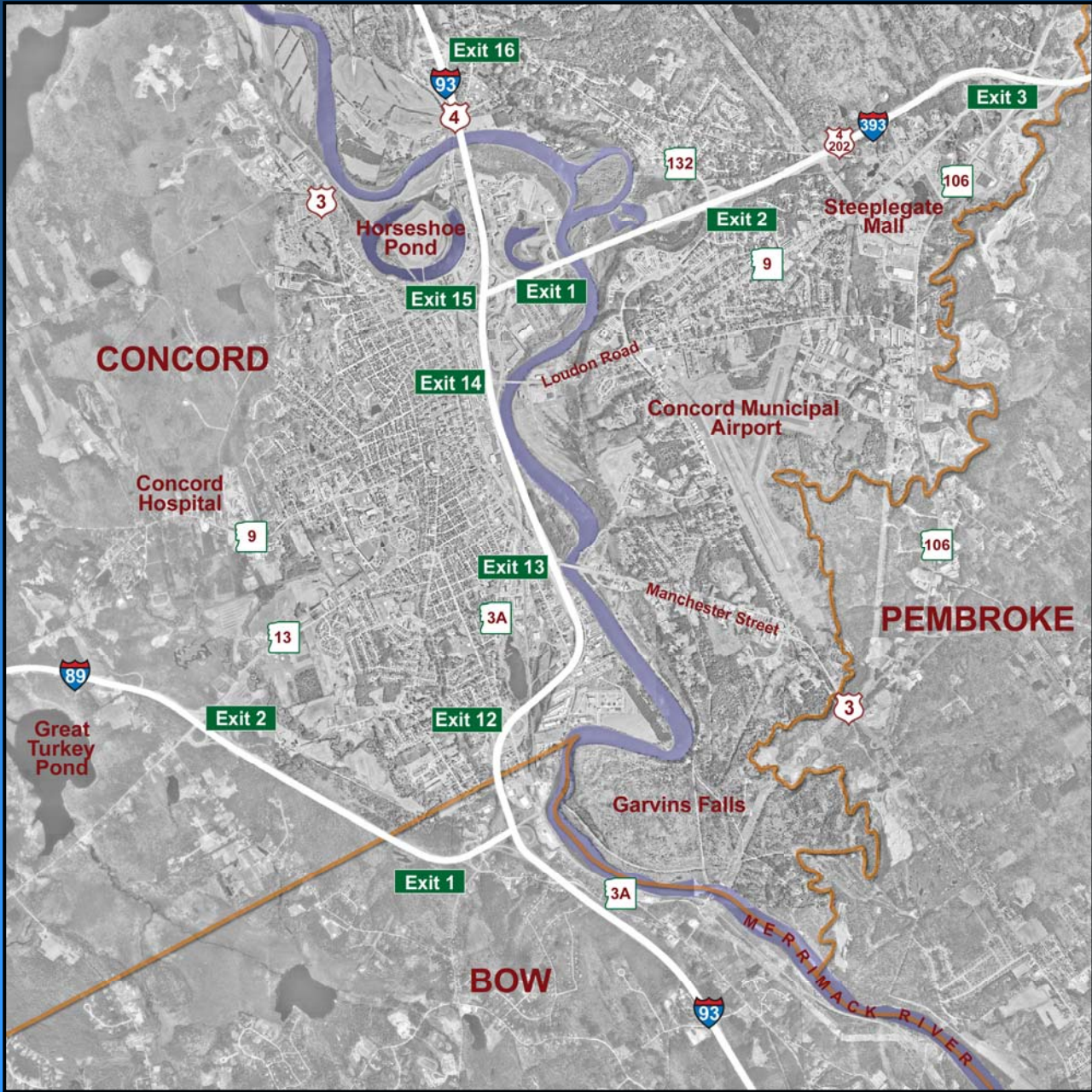
- Transportation System Management (TSM)
- Alternate Land Use
- I-93 Tunnel
- Rail in I-93 Median
- Move Merrimack River away from I-93



# Assumed Components



- Preservation of existing Rail Corridor
- Safety Improvements
- Enhanced Pedestrian and Bicycle Facilities
- Transportation Demand Management (TDM) initiatives























# ***No Build Alternative***

## SCREENING SUMMARY

### NO BUILD ALTERNATIVE

The No Build Alternative is the do nothing option that is used for comparison to the build alternatives. The screening assumes no new facilities are constructed as part of the I-93 Project.

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation					X	
Mobility	X					
Natural Environment		X				
Public Health		X				
Quality of Life		X				
Residential Neighborhoods		X				
Safety	X					
Support		X				
Transportation Choice		X				

The No Build Alternative is required by NEPA for comparison purposes and therefore must be carried forward.

**Required**

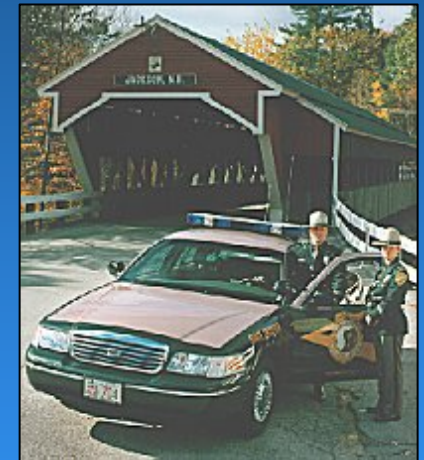
# Travel Demand Management



Expanded Bus Service



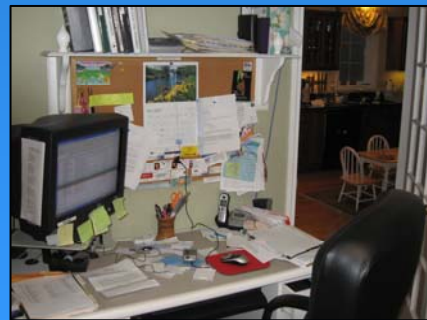
Toll Pricing



Enforcement



Park and Ride Lots























Tele-commuting

## SCREENING SUMMARY

### TRAVEL DEMAND MANAGEMENT ALTERNATIVE

The Travel Demand Management (TDM) Alternative proposes a variety of initiatives to decrease the demand on the transportation system without expanding the roadway network, these include:

- Ride Sharing
- Congestion pricing of tolls
- Alternative modes (bus rail, etc.)
- Tele-commuting
- Vanpools
- Increased enforcement
- Shifting work hours

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation		X				
Mobility		X				
Natural Environment		X				
Public Health				X		
Quality of Life		X				
Residential Neighborhoods		X				
Safety		X				
Support		X				
Transportation Choice				X		

The TDM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.

**Required**

# Transportation System Management



Intelligent Information Systems



Ramp Metering

Turn Lanes  
Re-Striping Lanes  
Ramp Modifications



Loudon Road @ Exit 14























New Traffic Signals

## SCREENING SUMMARY

### TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE

The Transportation System Management (TSM) Alternative proposes a variety of short-term, low cost measures to reduce congestion and improve safety on the transportation system, these may include:

- New traffic signals
- Re-striping lanes
- Turn lanes
- Ramp metering
- Intelligent Transportation Systems
- Ramp modifications

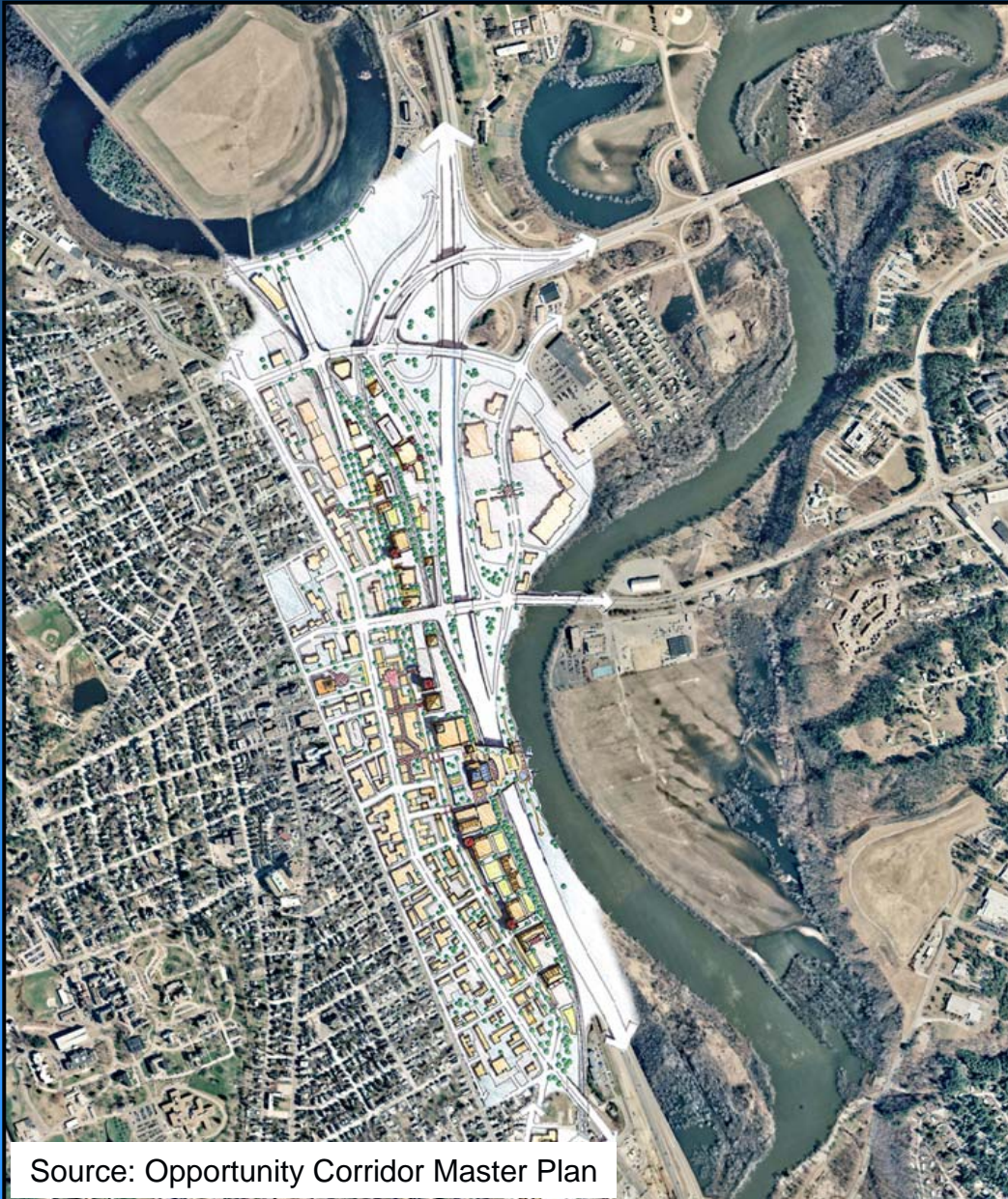
Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation				X		
Mobility		X				
Natural Environment		X				
Public Health			X			
Quality of Life		X				
Residential Neighborhoods		X				
Safety				X		
Support			X			
Transportation Choice		X				

The TSM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.

**Required**



# Opportunity Corridor Concept

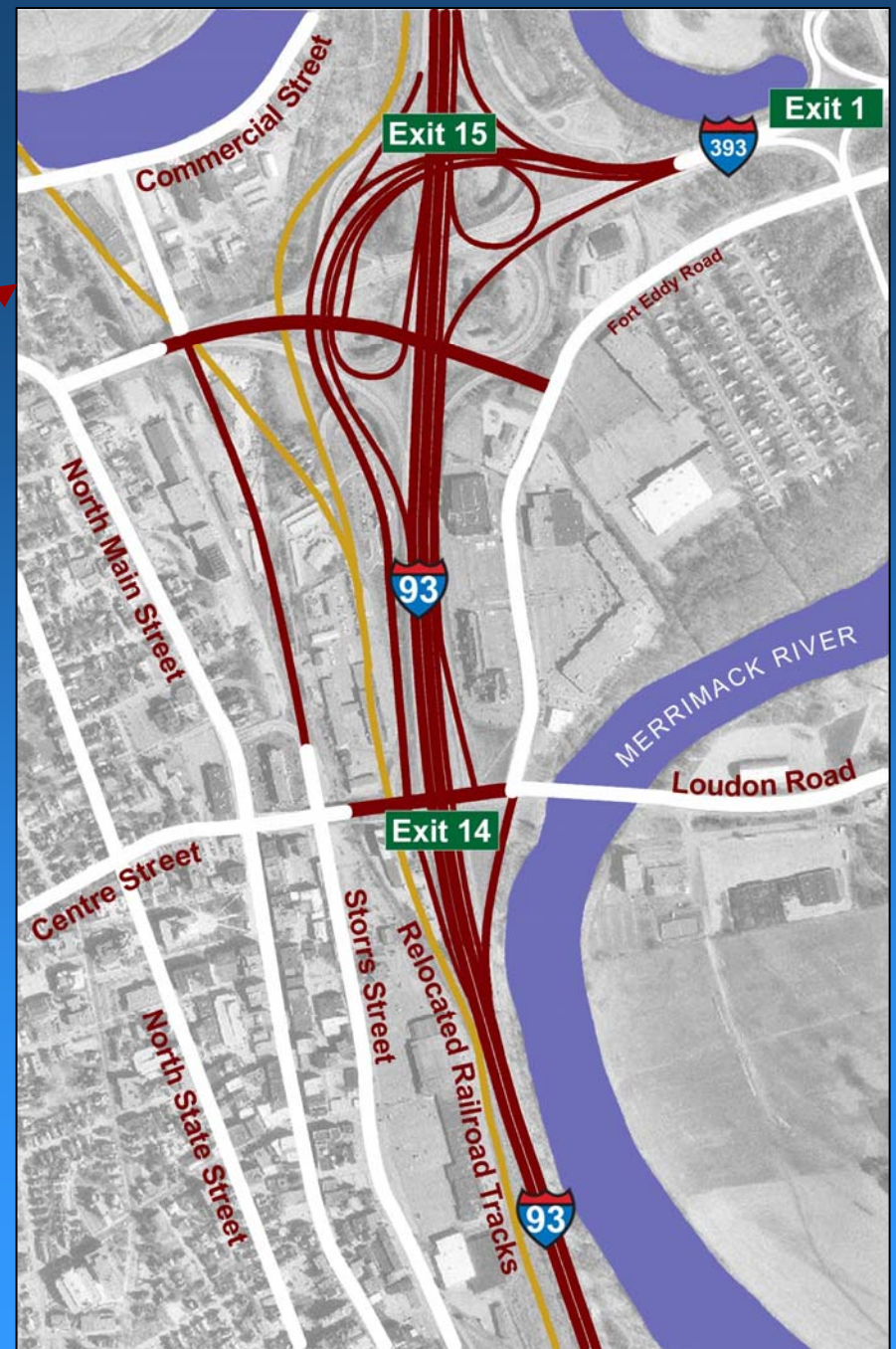
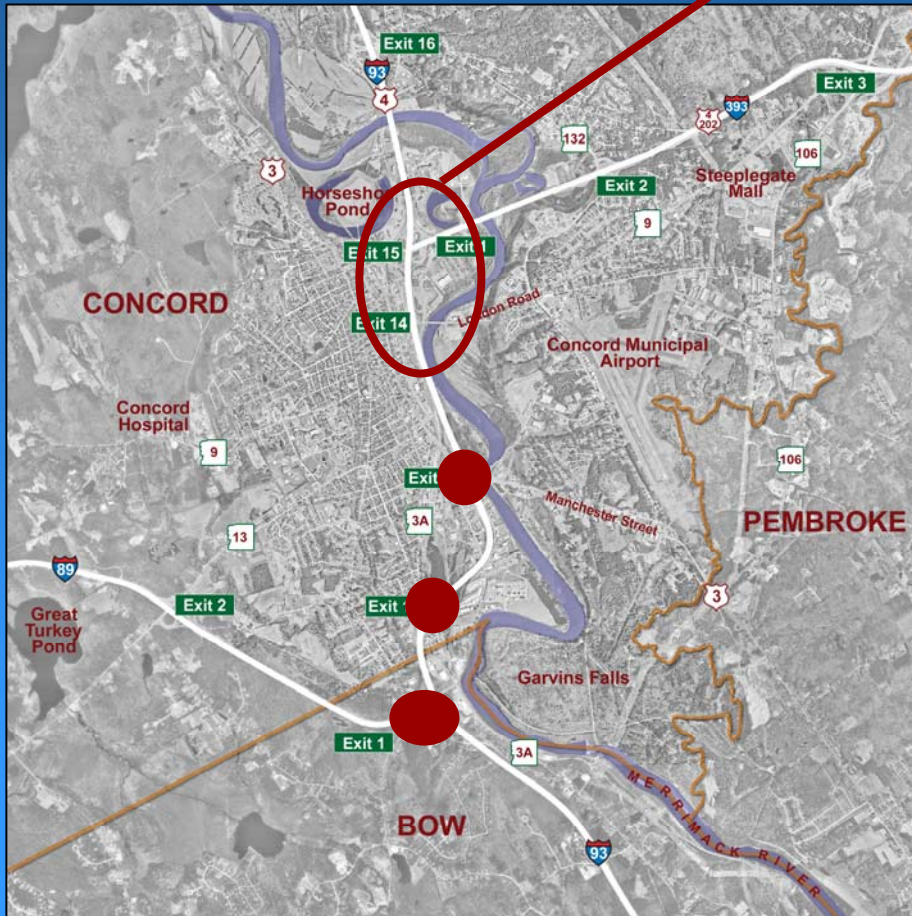


Source: Opportunity Corridor Master Plan

## Option 1

- Six Lanes on I-93
- Westerly Shift of I-93
- Lower I-93 b/w Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade Exit 12
- Upgrade I-93/I-89 Interchange and Exit 1 on I-89
- Maintain Rail Corridor
- Extend Storrs Street
- Local connection over I-93
- Multi-modal center
- Enhanced pedestrian & bicycle connections
- Enhanced river access

# Opportunity Corridor Concept Option 1
























## SCREENING SUMMARY

### OPPORTUNITY CORRIDOR CONCEPT OPTION 1

The Opportunity Corridor Concept was developed by the City of Concord. Option 1 includes all elements of this concept, which proposes the following;

- Six Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade to Exit 12
- Upgrade to I-93/I-89 and Exit 1
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center
- River Access

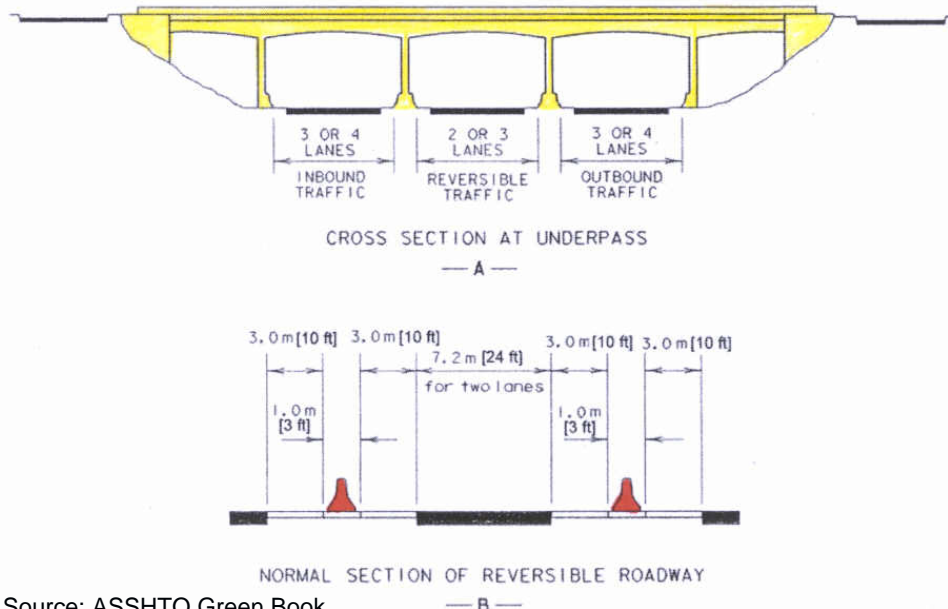
Category	Score					
						
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation		X				
Mobility					X	
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety					X	
Support					X	
Transportation Choice				X		

Opportunity Corridor Option 1 is deemed Reasonable for further consideration.

**Reasonable**

# Opportunity Corridor Concept Option 2

- **Five Lanes on I-93  
(One Reversible)**
  - Westerly Shift of I-93
  - Lower I-93 b/w Exits 13 & 15
  - Reconfigure Exits 14 & 15
  - Upgrade Exit 12
  - Upgrade I-93/I-89 Interchange and Exit 1 on I-89
  - Maintain Rail Corridor
  - Extend Storrs Street
  - Local connection over I-93
  - Multi-modal center
  - Enhanced pedestrian & bicycle connections
  - Enhanced river access
























Source: ASSHTO Green Book

## SCREENING SUMMARY

### OPPORTUNITY CORRIDOR CONCEPT OPTION 2

The Opportunity Corridor Concept was developed by the City of Concord. Option 2 proposes a reversible lane on I-93 and proposes the following;

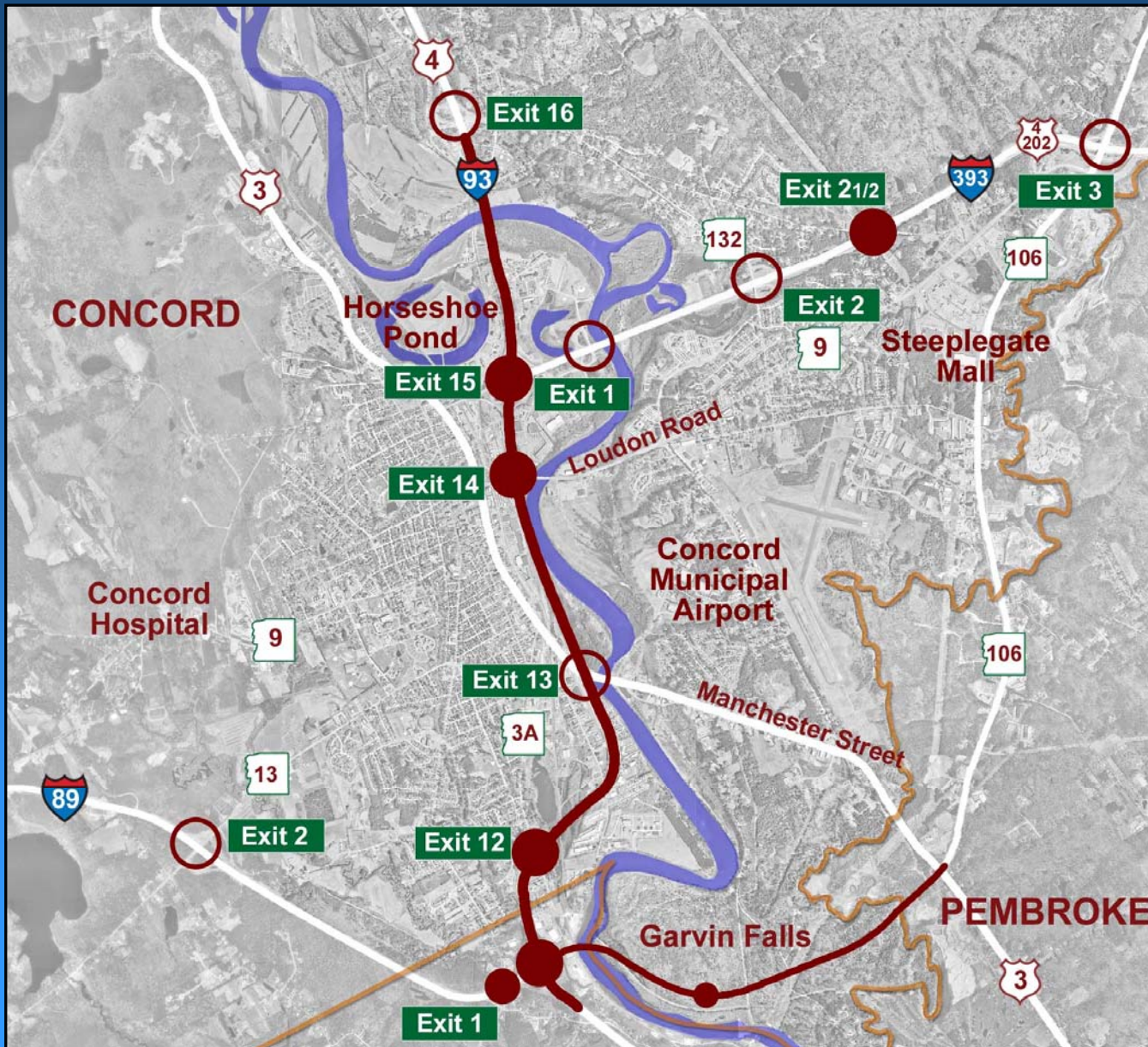
- Five Lanes on I-93 (One Reversible)
- Upgrade to I-93/I-89 and Exit 1
- Westerly shift of I-93
- Extend Storrs Street north & south
- Lower I-93 between Exits 13 & 15
- Local Connection to Fort Eddy Road
- Reconfigure Exits 14 & 15
- Multi-modal center
- Upgrade to Exit 12
- River Access

Category	Score					
						
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility				X		
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety				X		
Support					X	
Transportation Choice				X		

Opportunity Corridor Option 2 is deemed Unreasonable because the expense to construct and operate a reversible lane is not justified for I-93 where the traffic volumes for peak and non-peak directions are not significantly different.

**Unreasonable**

# Opportunity Corridor Concept



## Option 4






















- All Option 1 Elements
- Assumes an Exit 2 ½ on I-393
- Assumes a Route 106 Connector
- Assumes Access to Garvin Falls for Development
- *Requires Revised Land Use*

## SCREENING SUMMARY

### OPPORTUNITY CORRIDOR CONCEPT OPTION 4

The Opportunity Corridor Concept was developed by the City of Concord. Option 4 includes all elements of this concept in addition to a Route 106 Connector with access to Garvin Falls and Exit 2 ½ on I-393. It proposes the following;

- Six or Eight Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Route 106 Connector
- Access to Garvin Falls
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center & River Access
- Exit 2 ½ on I-393

Category	Score					
						
Access					X	
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources	X					
Implementation	X					
Mobility					X	
Natural Environment	X					
Public Health			X			
Quality of Life					X	
Residential Neighborhoods			X			
Safety					X	
Support			X			
Transportation Choice				X		

Opportunity Corridor Option 4 is deemed ...

*Unresolved*

# Opportunity Corridor Concept

## Option 5

- “Lite” Version
- Six Lanes on I-93
- Reconfigure Exits 14 & 15
- Upgrade Exit 12
- Upgrade I-93/I-89 Interchange and Exit 1 on I-89
- Maintain Rail Corridor
- Extend Storrs Street
- Local connection over I-93
- *No Westerly Shift of I-93, No Lower I-93, No Multi-modal center, No enhanced river access*


























## SCREENING SUMMARY

### OPPORTUNITY CORRIDOR CONCEPT OPTION 5

-The Opportunity Corridor Concept was developed by the City of Concord. Option 5 includes most of the elements of this concept except the shifting and lowering of I-93, the multi-modal center, or river access. It proposes the following improvements or provisions;

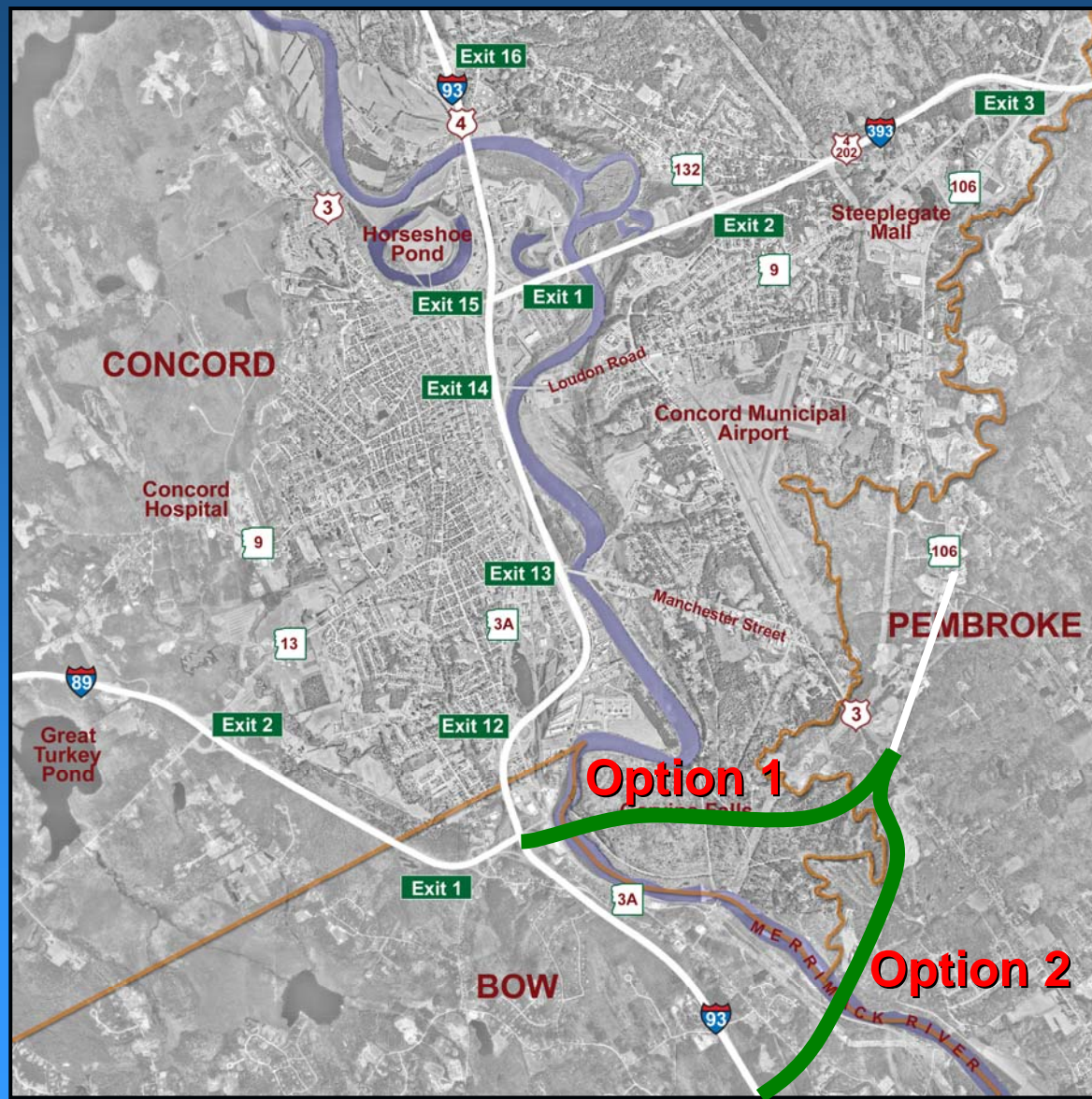
- Six Lanes on I-93
- Extend Storrs Street north & south
- Reconfigure Exits 14 & 15
- Local Connection to Fort Eddy Road

Category	Score					
						
Access				X		
Aesthetics		X				
Community Resources			X			
Community Vision	X	X				
Economic Vitality				X		
Historic and Archeological Resources		X				
Implementation			X			
Mobility					X	
Natural Environment			X			
Public Health			X			
Quality of Life				X		
Residential Neighborhoods				X		
Safety					X	
Support		X	X			
Transportation Choice		X				

Opportunity Corridor Option 5 is deemed Unreasonable because it does not provide the community with the type of transportation system it desires.

**Unreasonable**

# Route 106 Connector



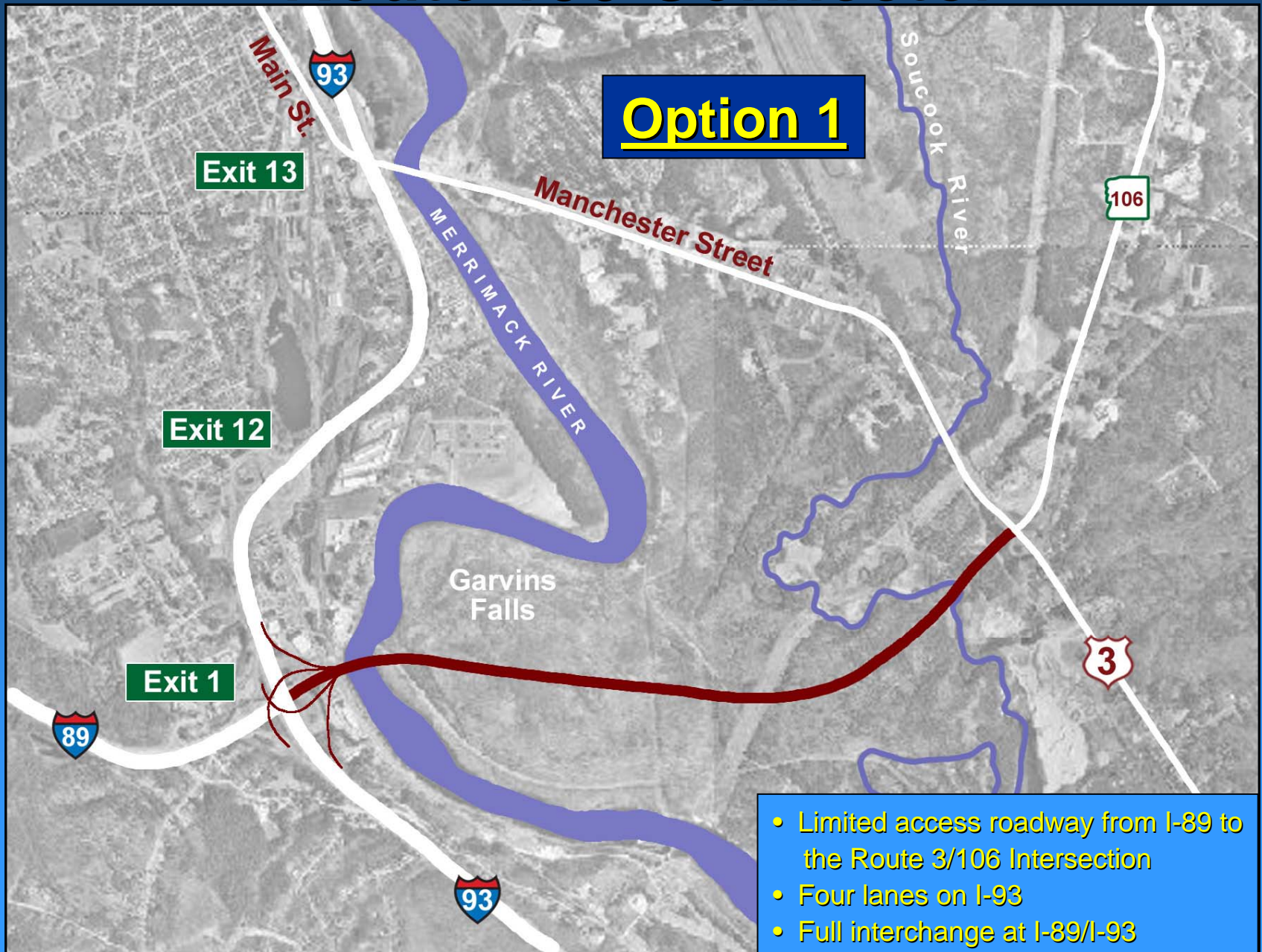
## Option 1

- Limited access roadway from I-89 to the Route 3/106 Intersection
- Four lanes on I-93
- Full interchange at I-89/I-93

## Option 2

- Limited access roadway from I-93 to the Route 3/106 Intersection
- New Exit 11-1/2
- Four lanes on I-93
- Full interchange at I-89/I-93





















# Route 106 Connector



## SCREENING SUMMARY

### ROUTE 106 CONNECTOR OPTION 1

The Route 106 Connector Option 1 proposes a limited access connector roadway from I-89 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.

Category	Score					
						
Access				X		
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation		X				
Mobility		X				
Natural Environment	X					
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety		X				
Support		X				
Transportation Choice				X		

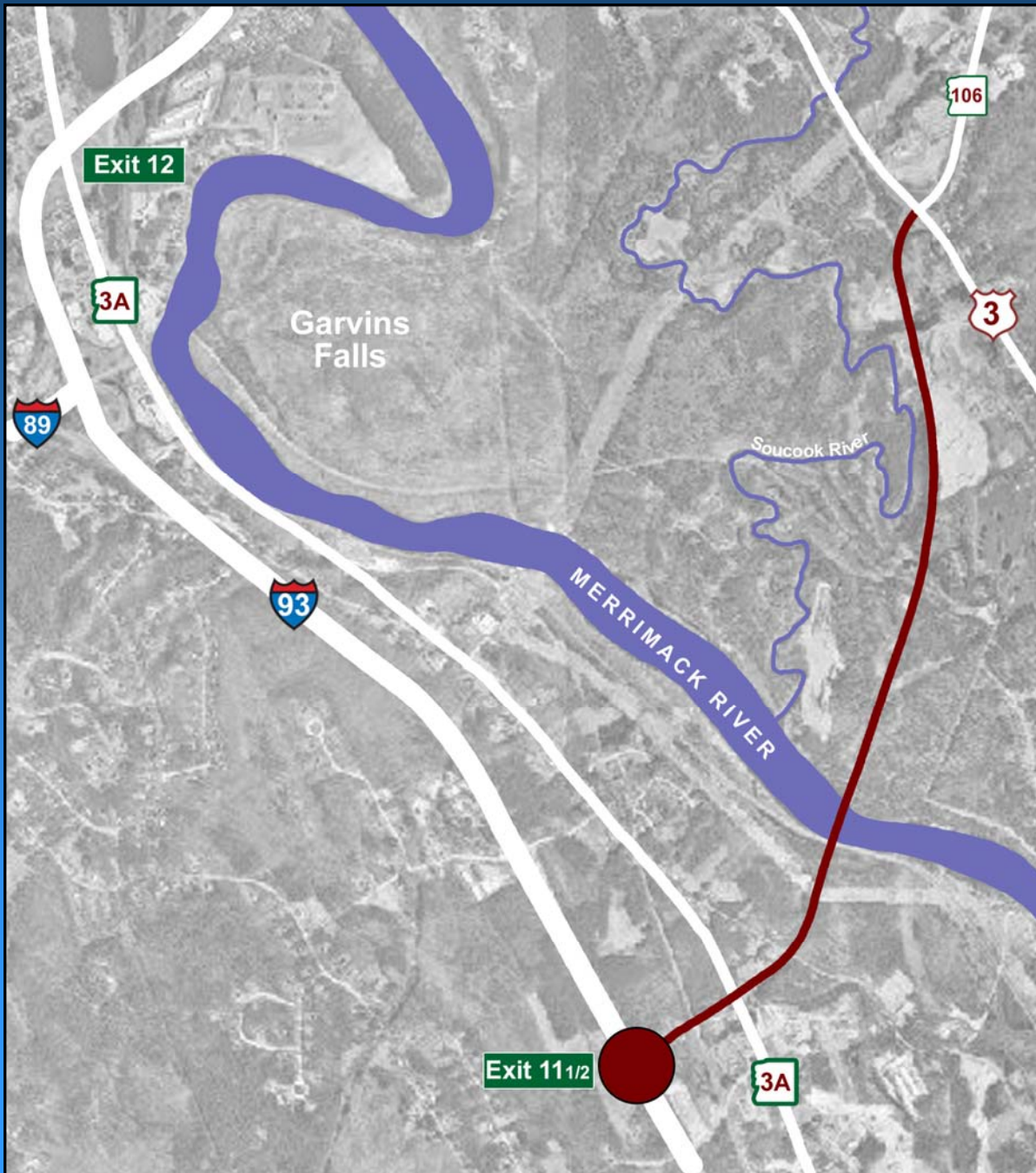
The Route 106 Connector Option 1 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.

**Unreasonable**

# Route 106 Connector

## Option 2





















- Limited access roadway from I-93 to the Route 3/106 Intersection
- New Exit 11-1/2
- Four lanes on I-93
- Full interchange at I-89/I-93



## SCREENING SUMMARY

### ROUTE 106 CONNECTOR OPTION 2

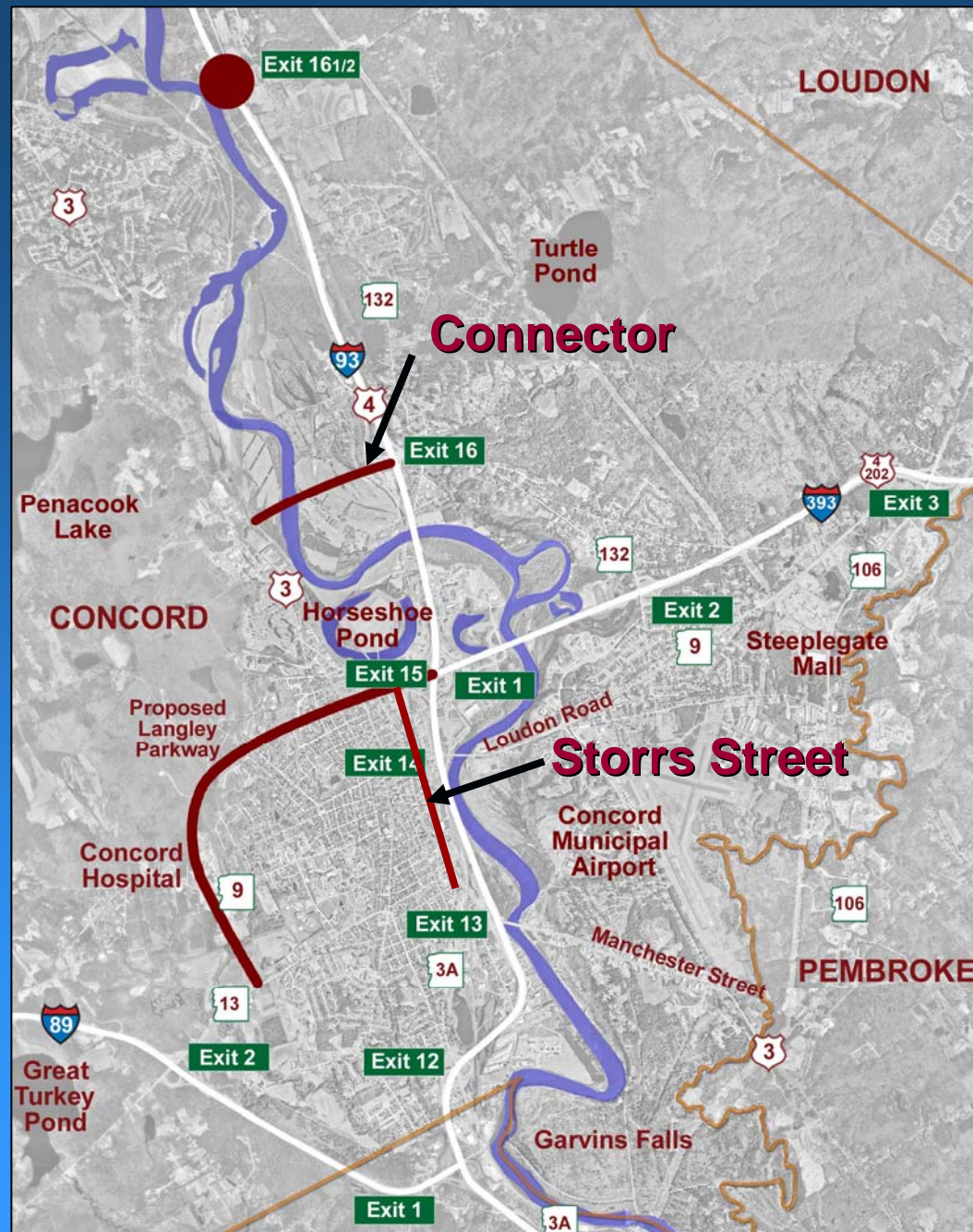
The Route 106 Connector Option 2 proposes a limited access connector roadway from a new Exit 11 ½ on I-93 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.

Category	Score					
						
Access				X		
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources		X				
Implementation		X				
Mobility		X				
Natural Environment		X				
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety		X				
Support		X				
Transportation Choice				X		

<p>The Route 106 Connector Option 2 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.</p>	<p><b>Unreasonable</b></p>
---	----------------------------

# Local Road Improvements

- Four lanes on I-93
- Langley Parkway
- Exit 16 to US 3 Connector
- Exit 16 ½
- Storrs Street



## SCREENING SUMMARY

### LOCAL ROAD IMPROVEMENTS ALTERNATIVE

The Local Road Improvements Alternative proposes improvements to or construction of new of local roads. I-93 would remain four lanes north of I-89 under this alternative and would include the following:

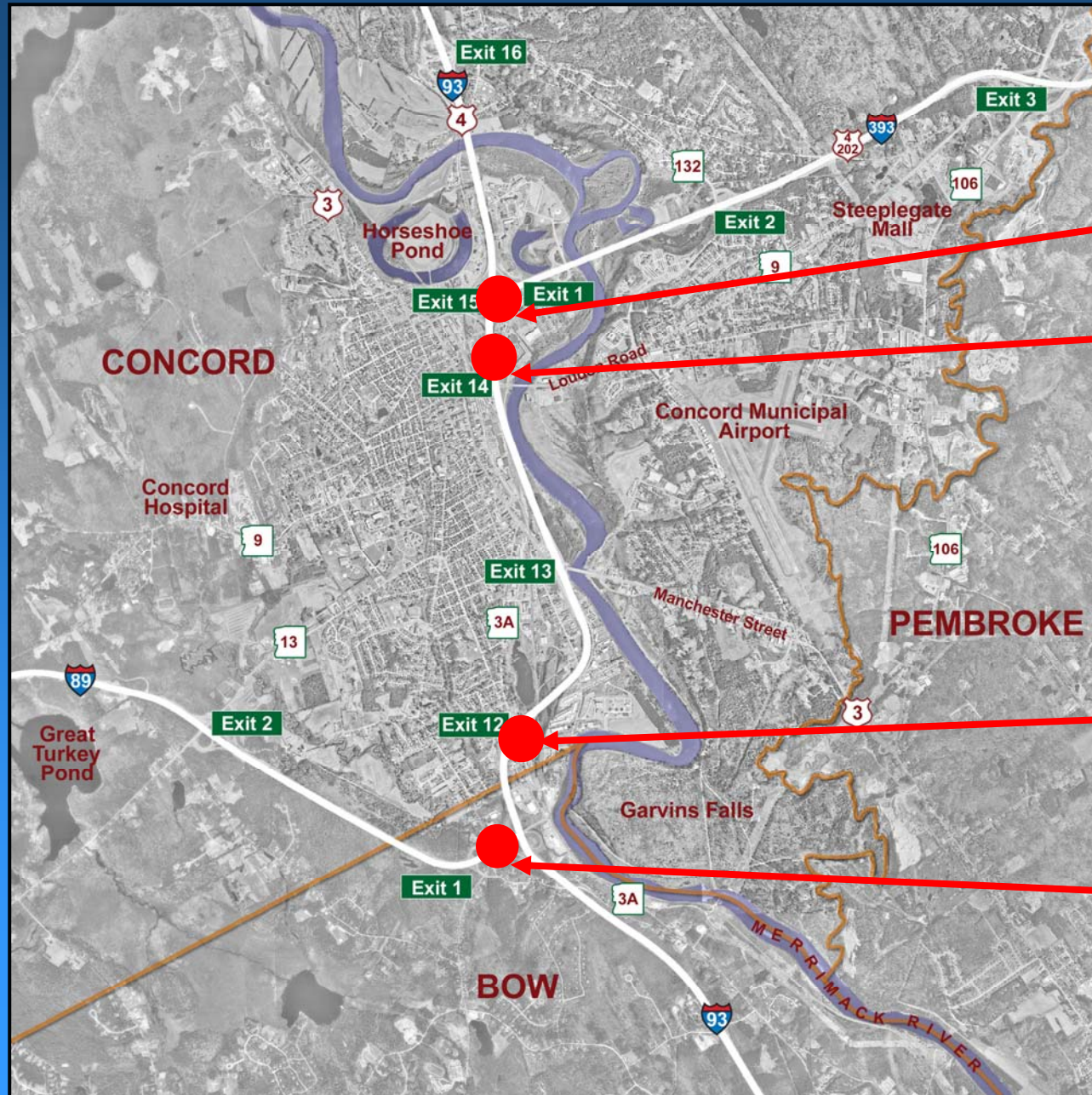
- Langley Parkway (NW Bypass)
- Connector from Exit 16 to US 3
- Exit 16 1/2
- Extend Storrs Street

Category	Score					
Access			X			
Aesthetics			X			
Community Resources		X				
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation		X				
Mobility		X				
Natural Environment	X					
Public Health			X			
Quality of Life		X				
Residential Neighborhoods		X				
Safety		X				
Support		X				
Transportation Choice			X			

The Local Road Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93	<b>Unreasonable</b>
--	---------------------



# Safety Improvements























- Exit 15 Weaves
- Exit 14 to 15 Weaves
- Exit 12 Deceleration
- Exit 1 weaves with I-89/I-93 Interchange

## SCREENING SUMMARY

### SAFETY IMPROVEMENTS ALTERNATIVE

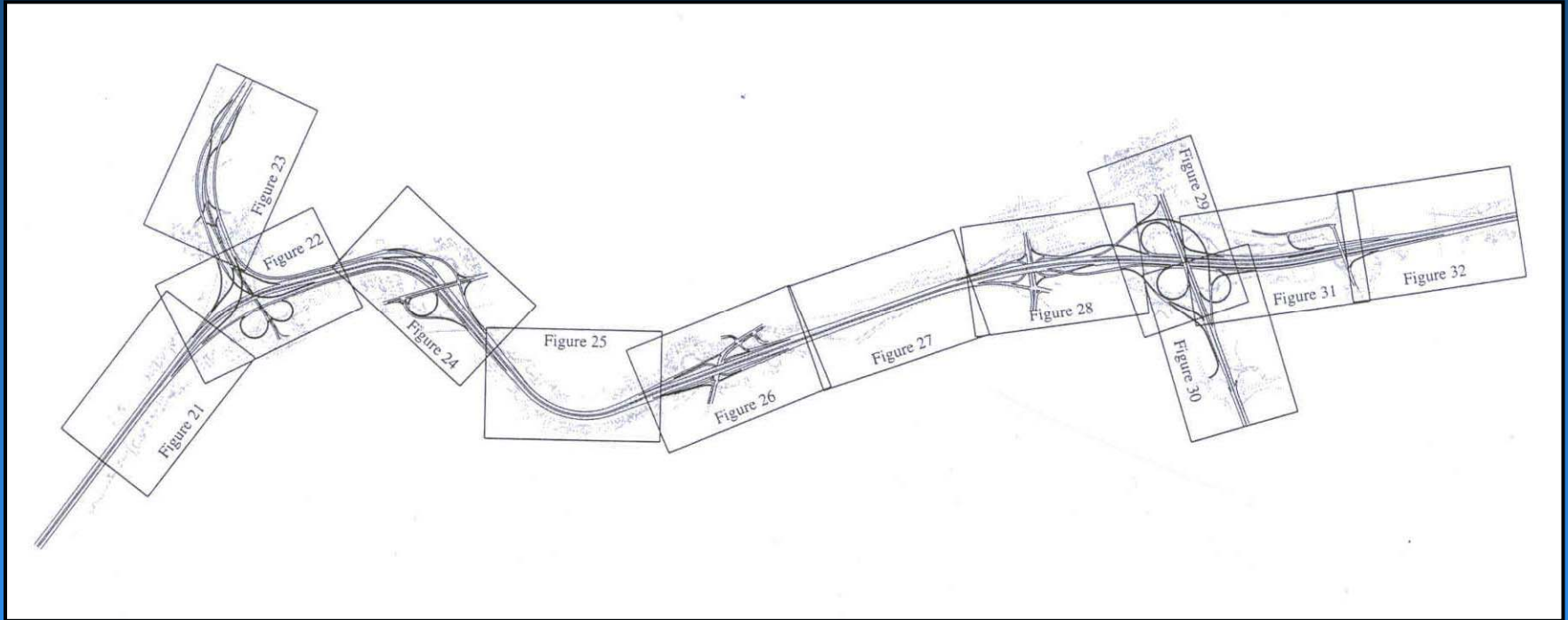
The Safety Improvements Alternative proposes to address the existing safety issues along I-93, I-89 and I-393. I-93 would remain four lanes north of I-89 under this alternative.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation				X		
Mobility	X					
Natural Environment			X			
Public Health			X			
Quality of Life		X				
Residential Neighborhoods			X			
Safety					X	
Support		X				
Transportation Choice			X			

The Safety Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93.

**Unreasonable**

# 1992 Feasibility Study























- Eight lanes on I-93
- Upgrades to Exits 12 through 15 on I-93
- Upgrades to I-89/I-93 Interchange
- Upgrades to Exit 1 on I-89

## SCREENING SUMMARY

### 1992 FEASIBILITY STUDY ALTERNATIVE

The 1992 Feasibility Study proposed a significant reconstruction of I-93 that included an eight lane I-93. The proposed improvements included reconstruction of all exits on I-93 and Exit 1 on I-89.

Category	Score					
						
Access					X	
Aesthetics	X					
Community Resources			X			
Community Vision	X					
Economic Vitality				X		
Historic and Archeological Resources		X				
Implementation	X					
Mobility					X	
Natural Environment			X			
Public Health		X				
Quality of Life		X				
Residential Neighborhoods			X			
Safety					X	
Support	X					
Transportation Choice			X			

The 1992 Feasibility Study is deemed Unreasonable due to the impacts to the corridor and its focus on automobile traffic.

**Unreasonable**

# ***Alternate Land Use***



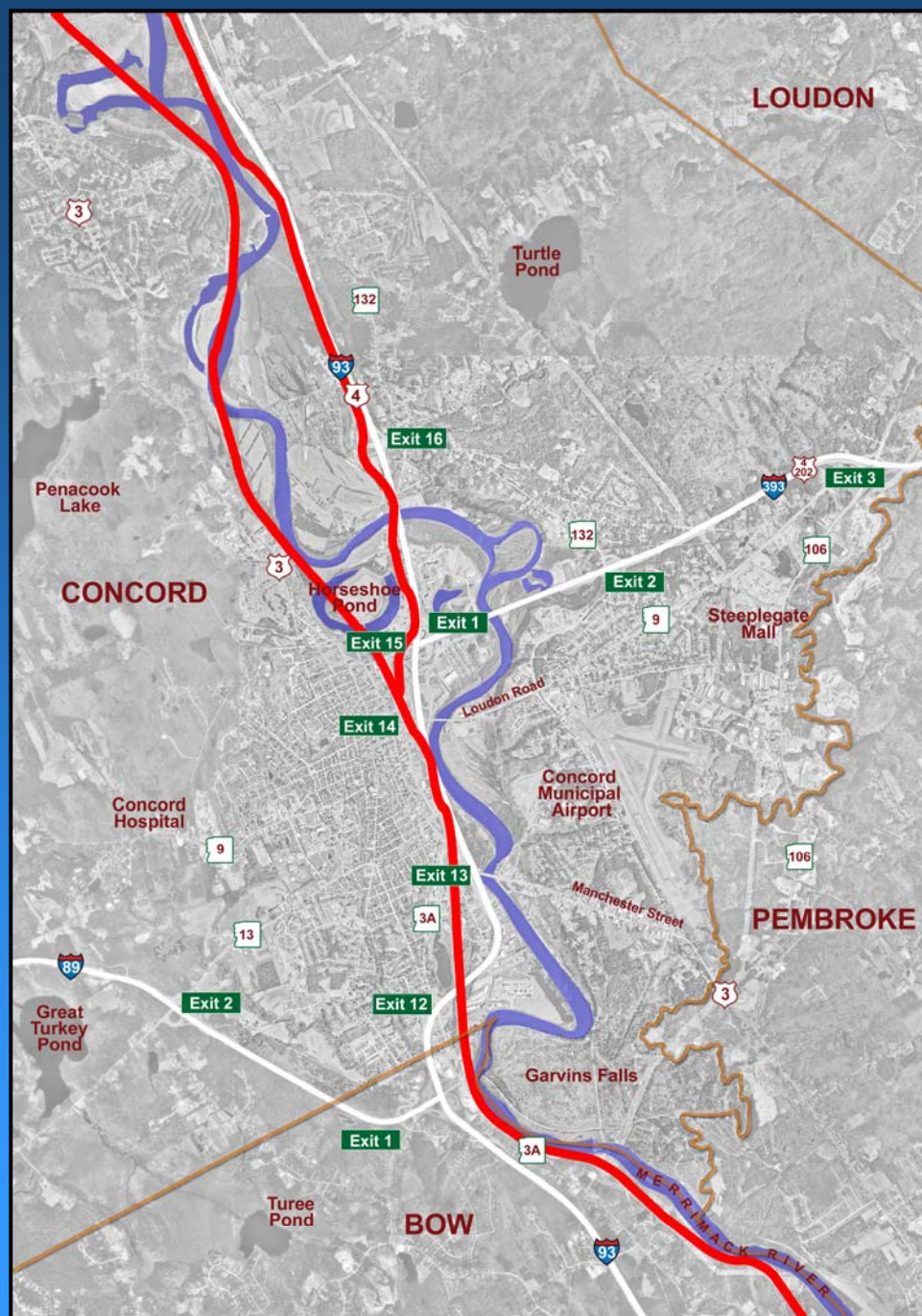
***Where will  
people live?***

***Where are  
the future  
jobs?***

***How will  
people  
commute?***

Source: Central NH Regional Planning Commission





















# Passenger Rail Service



## SCREENING SUMMARY

### PASSENGER RAIL SERVICE ALTERNATIVE

Passenger Rail Service proposes implementing rail service from the south into Concord. I-93 would remain four lanes north of I-89.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility		X				
Natural Environment			X			
Public Health				X		
Quality of Life				X		
Residential Neighborhoods			X			
Safety			X			
Support		X				
Transportation Choice					X	

The Passenger Rail Service Alternative is deemed Unreasonable due to its inability to address the project goals such as improved Mobility and increased safety.

**Unreasonable**

# I-93 Tunnel


























## SCREENING SUMMARY

### INTERSTATE 93 TUNNEL ALTERNATIVE

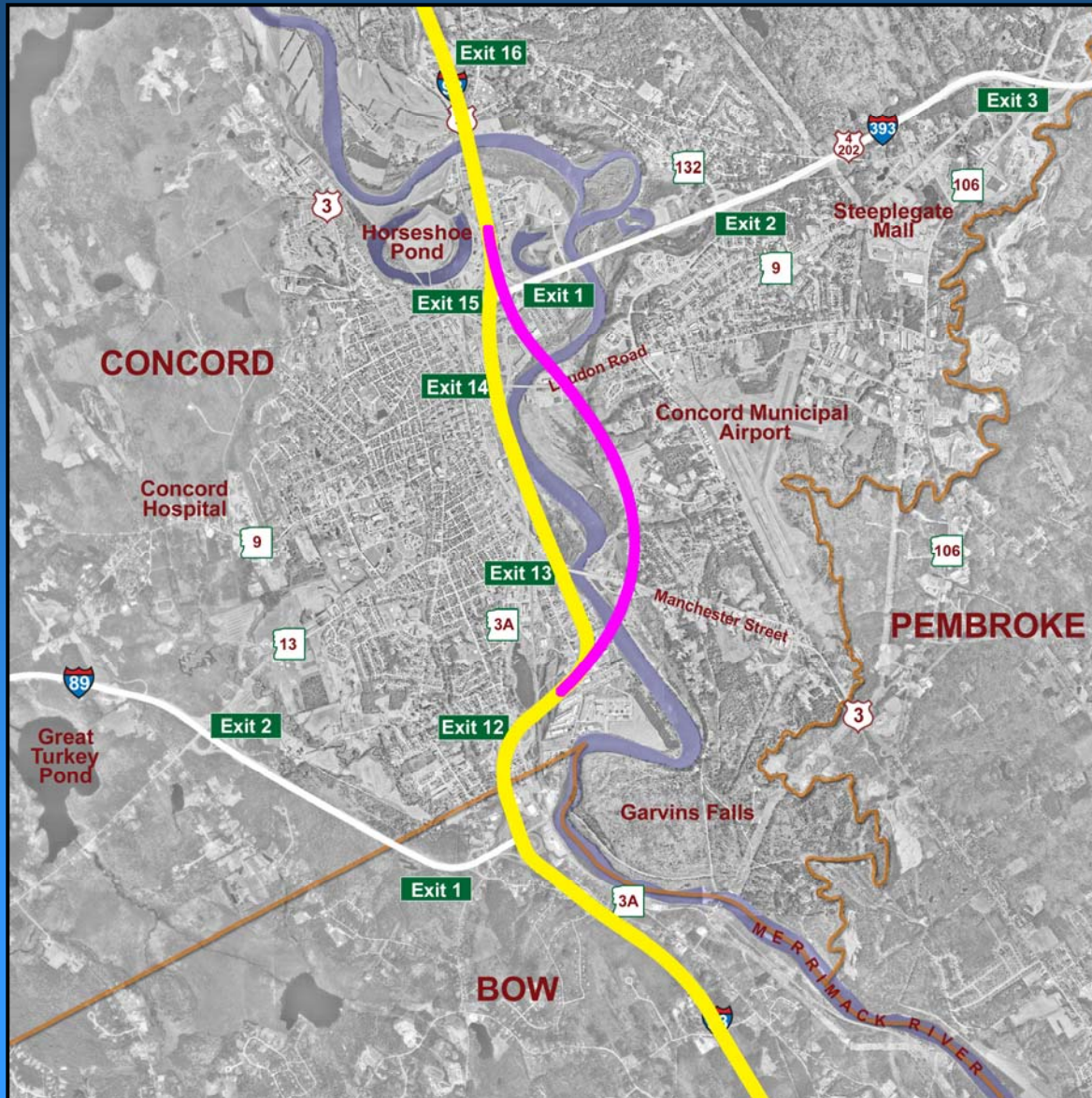
This Alternative would place I-93 in a tunnel as it passed Downtown Concord. The tunnel would be a component of another build alternative.

Category	Score					
						
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision					X	
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility					X	
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods					X	
Safety				X		
Support				X		
Transportation Choice			X			

The I-93 Tunnel is deemed a reasonable component for further consideration.

**Reasonable**

# Shift I-93 to East of Merrimack River























- From Exit 12 to Exit 15
- Two new Bridges over river
- Assumes Six Lane I-93
- Upgrades to all Exits

## SCREENING SUMMARY

### SHIFT I-93 TO EAST OF MERRIMACK RIVER

This Alternative would shift I-93 to the East side of the Merrimack River from north of Exit 12 to Exit 15. I-93 would have six lanes with upgraded exits.

Category	Score					
						
Access			X			
Aesthetics		X				
Community Resources			X			
Community Vision		X				
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility					X	
Natural Environment	X					
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety				X		
Support		X				
Transportation Choice			X			

Shifting I-93 to the East side of the Merrimack River is deemed Unreasonable due to environmental obstacles.

**Unreasonable**






















# ***Move Merrimack River Away from I-93***

## SCREENING SUMMARY

### MOVE MERRIMACK RIVER AWAY FROM I-93

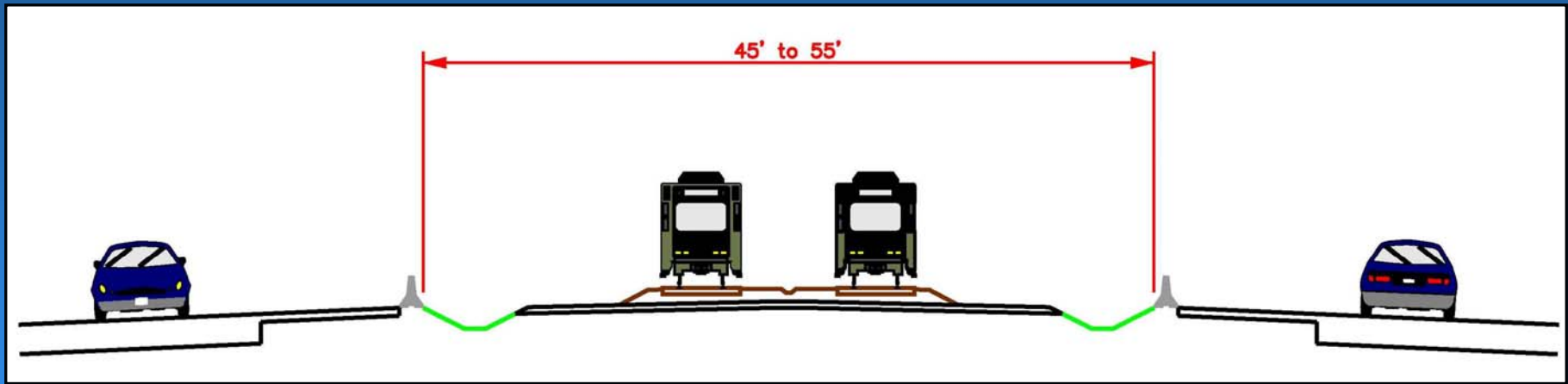
This alternative proposes moving the Merrimack River away from Interstate 93 as it passes through Downtown Concord.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation	X					
Mobility			X			
Natural Environment	X					
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety			X			
Support	X					
Transportation Choice			X			

Moving the Merrimack River is deemed Unreasonable due to environmental obstacles.

**Unreasonable**





















# ***Rail Transit in I-93 Median***



## SCREENING SUMMARY

### RAIL TRANSIT IN I-93 MEDIAN

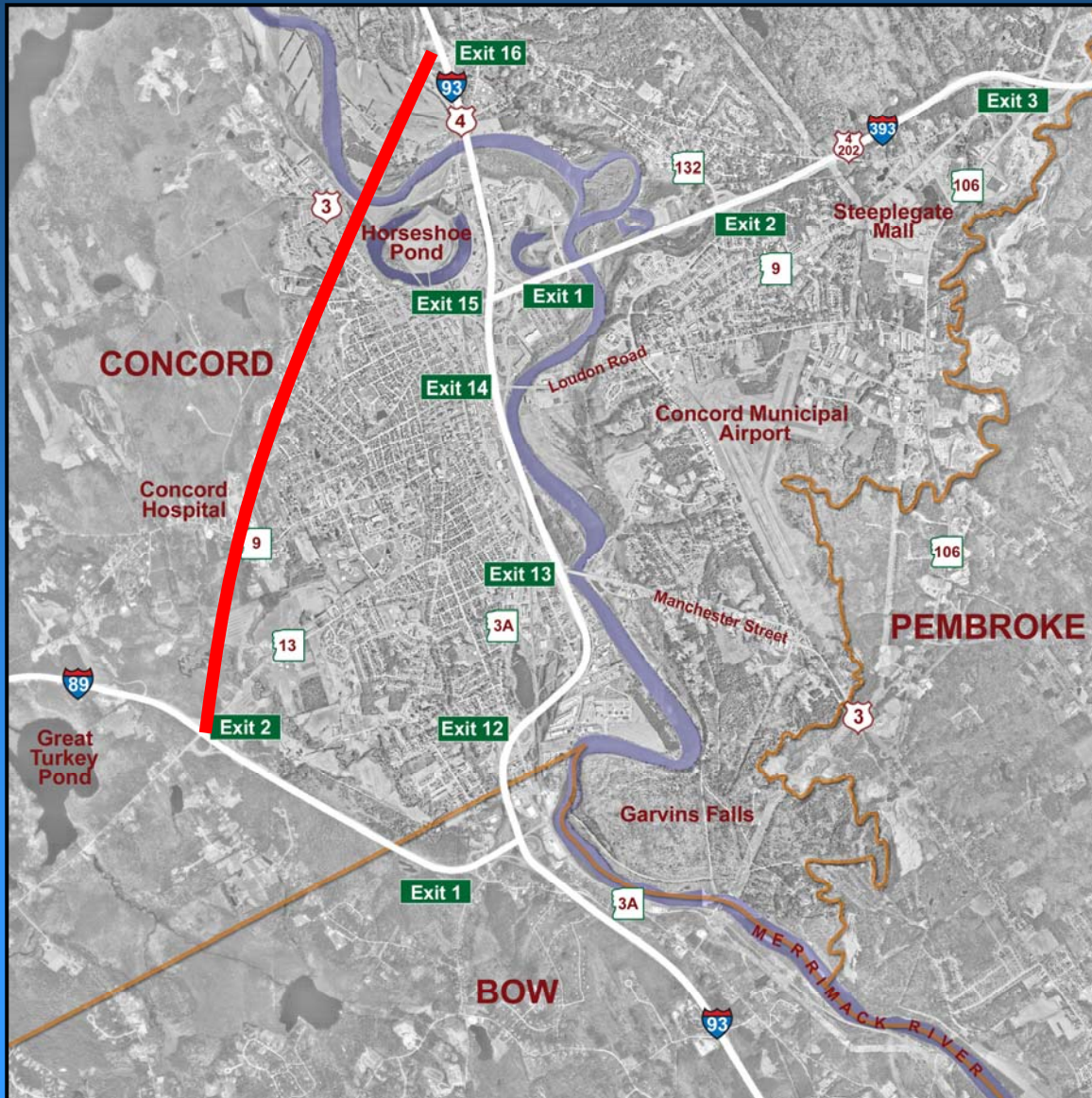
This option proposes accommodating a rail transit system in the median of I-93. The transit system would be a component of another build alternative.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision			X			
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation	X					
Mobility		X				
Natural Environment		X				
Public Health				X		
Quality of Life				X		
Residential Neighborhoods			X			
Safety			X			
Support				X		
Transportation Choice					X	

Rail Transit in the I-93 median is deemed a Reasonable component for further consideration.

**Reasonable**

# Western Beltway























- New Limited Access Corridor
- Begin at Exit 2 on I-89
- End at Exit 16 on I-93



## SCREENING SUMMARY

### WESTERN BELTWAY ALTERNATIVE

This alternative proposes a new corridor connecting I-89 near Exit 2 to I-93 near Exit 16 around the western side of Downtown Concord. I-93 would remain four lanes north of I-89.

Category	Score					
						
Access				X		
Aesthetics		X				
Community Resources	X					
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation	X					
Mobility				X		
Natural Environment	X					
Public Health			X			
Quality of Life		X				
Residential Neighborhoods	X					
Safety		X				
Support	X					
Transportation Choice			X			

<p>The Western Beltway is deemed Unreasonable due its impacts to neighborhoods, historic properties and natural resources.</p>	<p><b>Unreasonable</b></p>
--	----------------------------

# ***Alternatives and Components***

## Alternatives Required by NEPA

- No Build
- Travel Demand Management (TDM)/Transit
- Transportation System Management (TSM)

## Reasonable Alternatives

- Opportunity Corridor Concept Option 1

## Reasonable Components

- Transportation System Management (TSM)
- Alternate Land Use
- I-93 Tunnel
- Rail in I-93 Median

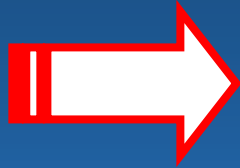
## Unresolved Alternatives

- Opportunity Corridor Concept Option 4  
(Route 106 Connector & Exit 2 ½)

## Unreasonable Alternatives

- Opportunity Corridor Concept Option 2  
(Reversible Lane)
- Opportunity Corridor Concept Option 5 (“Lite”)
- Route 106 Connector Option 1 (I-89 to  
Route 106)
- Route 106 Connector Option 2 (I-93 to  
Route 106 & Exit 11 ½)
- Local Road Improvements
- Safety Improvements
- 1992 Feasibility Study
- Passenger Rail Service
- Shift I-93 to East Side of Merrimack River
- Move Merrimack River
- Western Beltway

# ***NHDOT Project Development Process for Bow-Concord***



## **Part A – Planning (2003 - 2007)**

- Purpose and Need for Project
- Range of Reasonable Alternatives
- Public Involvement

## **Part B – Scoping (2007-2008)**

- Select Preferred Alternative
- Environmental Documentation
- Public Hearing

## **Part C – Design (2009-2012)**

- Detailed Design
- Purchase Right of Way
- Secure Permits

## **Begin Construction (2013)**

**Problem  
Solution**

**Solution  
Implementation**

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NEW HAMPSHIRE

**Public Interest**

New Hampshire DOT

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Technical Review Committee

Bow-Concord Interstate 93 Transportation Planning Study

**Project Information**

The Bow-Concord section of Interstate 93 (from the I-89/I-93 interchange to the I-93/I-393 interchange) serves as a critical link for statewide travel to the White Mountains and the Lakes Region, as well as an important local route within Concord. The continued pressures of high traffic volumes, coupled with geometric and operational problems suggest the need for improvements to the I-93 Corridor through Bow and Concord.



**Public Informational Meeting**  
I-93 Through Bow and Concord is Going to Change

**Public Invited** The New Hampshire Department of Transportation (NHDOT) is conducting a planning study of the Interstate 93 Corridor through Bow and Concord. A Public Informational Meeting will be held to present and describe the range of alternatives that have been considered for this regionally important corridor. The alternatives have been screened by the project's Planning Group, an advisory committee comprised of community, regulatory and transportation groups, to determine whether they are reasonable for further consideration.

**What:** Public Informational Meeting

**When:** Tuesday, April 17, 2007  
4:00 p.m. – Open House  
6:30 p.m. – Presentation

**Where:** Rundlett Middle School Cafeteria  
144 South Street  
Concord, NH

**Who:** YOU!  
Residents, Commuters, and Local Officials

The Public Informational Meeting will provide the public with the opportunity to comment on the reasonable alternatives. There will be an Open House from 4:00 p.m. to 6:30 p.m. where the public can review project materials and the alternatives. A formal presentation will begin at 6:30 p.m., following which any questions or concerns from the public will be addressed.

**LET YOUR VOICE BE HEARD!**

Bow-Concord I-93 Transportation Planning Study  
For more information, go to: [www.i93bowconcord.com](http://www.i93bowconcord.com)

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NEW HAMPSHIRE

**Public Interest**

*New Hampshire*  
**DOT**

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Transportation Planning Study

**Contact the Project Team**

**Subject:** I have a comment

**I Prefer to be contacted by:** Email

**Name:**

**Mailing Address Line 1:**

**Mailing Address Line 2:**

**City:**

**State:**

**Zip Code:**

**Email Address:**

**Phone Number:**

**Best Time to Call:** Morning

**Message:**

Clear Form      Submit Message

Done

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**Comments?**

**Questions?**

**[www.i93bowconcord.com](http://www.i93bowconcord.com)  
[bowconcord@mjinc.com](mailto:bowconcord@mjinc.com)**

