

Narrative for PDF I-93

This plan shows the I-93 north-south corridor

I-93 northbound

Heading northbound on I-93, the bridge over Riverside Drive will be widened. A noise barrier will be built from just north of Riverside Drive behind Noyes Street houses to where Noyes Street ends at Lincoln Street.

I-93 northbound traffic headed eastbound on new Route 110/113

In the southeast quadrant, I-93 northbound traffic will have separate off ramps for eastbound and westbound directions. The existing I-93 northbound off ramp will be reconstructed, diverging from I-93 northbound on the Merrimack River Bridge and following a slightly realigned alignment of the existing ramp, accommodating only traffic destined east on new Route 110/113. A retaining wall will be built on the west side of the slip ramp.

I-93 northbound traffic headed westbound on new Route 110/113

Westbound traffic will stay on I-93 and exit at a new off-ramp about 1,000 feet north. This off-ramp will diverge from the I-93 mainline and loop down to meet Route 110/113 with a right-turn only.

I-93 southbound traffic headed eastbound on new Route 110/113

Eastbound Route 110/113 traffic will ascend to merge with mainline I-93 southbound at the northerly limit of the existing Merrimack River Bridge. The Riverside Drive Bridge will be widened on the southbound side, too.

I-93 southbound on ramp

The existing I-93 southbound on ramp from the rotary will be slightly realigned and will only be accessible for Route 110/113 traffic originating from the west. The ramp will be slightly realigned from existing and will join the I-93 mainline before the Merrimack River.

I-93 southbound off ramp

The existing I-93 southbound off ramp will be reconfigured and realigned on a new alignment to the west of the existing off ramp, widening to five lanes at the new signalized intersection with Lowell Street and North Lowell St./Route 113. Two left turn lanes, two through lanes and a free right turn lane will be provided. A new I-93 southbound on ramp for westbound traffic on the realigned Route 110/113 under I-93 will loop onto I-93, crossing over the realigned Route 110/113.

Additional project features:

- Detention basins will be created for storm water management within the loop ramp areas in the northwest and northeast quadrants.
- High-visibility green bike lanes will be installed where bike lanes cross on- and off-ramps
- Bike lanes will be provided on Route 110/113; North Lowell St./Route 113 from the intersection at Route 110 west to Branch Street; Lowell St./Route 110 from the intersection at Route 113 west to Riverside Drive; ; Lowell St./Route 113 from the intersection with Route 110 to Smith Avenue; and Haverhill Street/Route 110 from the intersection with Route 113 to Burnham Road/Green Street.
- New sidewalks will be provided on the north side of Route 110/113; on both sides of Haverhill Street/Route 110 to the end of the project at Burnham Road/Green Street; and existing sidewalks will be improved and widened where possible throughout the project area.