

Narrative for PDF Rte 110-113

This plan shows the Route 110 and Route 113 east-west corridor.

The existing rotary/ interchange will be reconfigured as a partial cloverleaf interchange. The rotary will be eliminated.

West of I-93: Route 110 at Riverside Drive

Starting at the western end of the project on Route 110 near Albert Street and heading east, the intersection of Route 110 at Riverside Drive and Bolduc Street will be changed. The newly installed traffic signal will be incorporated into the new intersection. Bolduc Street, currently two way, will become one-way from Route 110 to Route 113. Continuing northeast on Route 110, the roadway will be widened to three lanes eastbound and two to three lanes westbound. Route 110 will intersect with Route 113 and the southbound I-93 off ramp.

West of I-93: Route 113 at Bolduc and Branch streets

Headed east on Route 113 at Albert Street, North Lowell St./Route 113 will transition from one lane to two lanes from the beginning of the project to the new Branch Street signalized intersection and expand to three through lanes to the four-way signalized intersection at the I-93 southbound off ramp and Lowell St./Route 110. The roadway will be widened to three lanes eastbound at the new intersection at Route 110 and southbound I-93 off ramp. At this location Route 113 westbound will be widened to two lanes. The house at 11 North Lowell St./Route 113 will be acquired to widen the road. 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 St./Route 110 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.

West of I-93: 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.

New combined Route 110/113 under I-93

Heading east on the new Route 110/113, the combined roadway goes under a new I-93 bridge. Southbound traffic to I-93 has two separate entrance points for eastbound and westbound Route 110/113 traffic. Westbound traffic enters the southbound I-93 on ramp in the northwest quadrant and climbs as the on ramp loops around before joining I-93. Traffic heading east on Route 110/113 will use the realigned southbound on-ramp described in the previous paragraph.

As one combined roadway, Routes 110/113 comprised of two through lanes in each direction with raised medians and turning lanes at the intersections and ramp connections. The roadway includes a 5-foot-wide shoulder on each side for bicycle accommodation and a 5 foot 6 inch sidewalk on the northerly side only for a continuous pedestrian connection through the project.

East of I-93: New Route 110/113 near north end of Lincoln Street

Heading east on the new Route 110/113, the existing I-93 northbound on ramp serving Route 110/113 traffic will be realigned to the east, and will begin at a new signalized intersection with Route 110/113, east of the existing rotary. The ramp will have two lanes, merging to a single lane approximately 300 feet north of Route 110/113. A new I-93 northbound off ramp for traffic traveling to the west on the realigned

Route 110/113 will loop off the I-93 mainline, descending to join Route 110/113 as a right-turn only. Two houses—395 and 397 Lowell St.—will be acquired to accommodate these two ramps.

Noise barrier behind Smith Avenue and Cherry Hill Circle

A noise barrier will be built about 200 feet north of the new intersection and will extend along the new I-93 northbound on-ramp behind 24 Smith Avenue and 26 Smith Avenue and behind the even-numbered houses on Cherry Hill Circle. The noise barrier will end south of Forest Street.

East of I-93: New Route 110/113 at intersection at Haverhill Street/Lowell Street/Heather Drive to the project end at Burnham Road/Green Street

Proceeding to the east, the roadway curves to align with Haverhill Street at a new signalized intersection at Haverhill Street/Lowell Street/Heather Drive. Two lanes proceed eastbound on Haverhill Street through the intersection and two turning lanes proceed left through the intersection to Lowell St./Route 113. The two eastbound lanes on Haverhill Street continue to an improved signalized Burnham Road/Green Street intersection, where the project ends. To accommodate widening Haverhill Street just east of this new intersection, the house at 252 Haverhill St. will be acquired. Minor property takings on the south side of Haverhill Street between Heather Drive and Burnham Street will be needed. Minor property takings at 243 Haverhill St. and 247 Haverhill St. will also be needed.

East of I-93: New Route 110/113 at intersection at Haverhill Street/Lowell Street/Heather Drive to the project end at Forest Street

On Lowell St./Route 113 headed eastbound from the new intersection at Haverhill Street/Lowell Street/Heather Drive, the existing intersection will be reconfigured. Roadways and medians will be shifted and driveways to 379 and 387 Lowell St. will be reconfigured and lengthened. Two Lowell St./Route 113 departure lanes will taper to one lane on the approach to an improved signalized Forest Street intersection where the project ends. Headed westbound, the Lowell St./Route 113 approach to the Route 110/113/Heather Drive/Haverhill Street intersection consists of an exclusive right turn lane and a shared lane.