



MEETING MINUTES

Hooksett U.S. 3/NH 28 – Project 29611

Date: January 4, 2023
Time: 10:00 AM – 12:00 PM
Location: Hooksett Town Hall
Re: Working Group Meeting #6

Attendees:

NHDOT

Tobey Reynolds, Project Manager
Jon Hebert, Senior Design Engineer
Rich Radwanski, District 5 Engineer

WSP

Liviu Sfintescu, Project Manager
Tim Higginson, Deputy Project Manager
Delia Makhetha, Public Involvement

Working Group Members

Andre Garron, Hooksett Town Administrator
Bruce Thomas, Hooksett Town Engineer
Nicholas Williams, Hooksett Town Planner
Dave Boutin, Hooksett Town Council Member
Captain Jake Robie, Hooksett Police Department
Nate Miller, Southern New Hampshire Regional Planning Commission
William Rearick, Hooksett Schools Superintendent

Meeting Discussion:

T. Reynolds: Welcomed the Working Group (WG) members and initiated introductions.

L. Sfintescu: Presented on project activities to date including past meetings and outcomes and restated the Project Vision and Purpose and Need statements. Provided an overview of the public survey that was completed in Spring 2022 (previously presented to the WG). The Project Team then presented an overview of the US Route 3/NH 28 preferred design alternative. This includes 5 lanes on Route 3, a proposed 2-lane roundabout at Mammoth Road, the addition of access restriction median islands throughout the corridor, and continuous sidewalks on both sides of Route 3 throughout the corridor. Then the floor was open to questions and comments from the Working Group.



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T. Reynolds: Elaborated on the addition of sidewalks on both sides of the road, noting that NHDOT discussed sidewalk locations at a NHDOT Safety Meeting and determined that having sidewalks on both sides of the road allows for better access and connectivity to destinations on both sides of Route 3 and promotes traffic calming.

D. Boutin: Will the proposed medians be elevated?

T. Reynolds: Yes, medians will be raised. The raised medians will prohibit left turn traffic into Route 3 at certain locations. Surfacing material or landscaping to be used for the medians is still open for discussion.

A Garron: Can the medians be landscaped? The Town has seen what was done in Bedford on Route 101 and wants to know if NHDOT is open to landscaping the medians.

T. Reynolds: Yes, the medians can be landscaped. There would be an agreement between NHDOT and the Town of Hooksett. The Town would be responsible to maintain the landscaped medians.

A Garron: Who would maintain the sidewalks?

T. Reynolds: The Town would be responsible for maintaining sidewalks, including plowing them in the winter. That is why NHDOT wants to make sure the Town of Hooksett is in support of continuous sidewalks on both sides of the road throughout the corridor.

A Garron: Will U-turns be allowed at any open points throughout the corridor?

T. Reynolds: The final decision is still to be determined. However, it is assumed that U-turns would be allowed at median breaks, signals and the roundabout.

N Williams: What are the plans for access to Cinemagic for Northbound Route 3 traffic?



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T. Reynolds: With the median island's configuration shown in the current design, Northbound Route 3 traffic would need to make a U-Turn in the vicinity of Whitehall Rd.

N Williams: Will U-turns be prohibited at Martins Ferry Road?

L Sfintescu: These will likely be allowed but a final determination will be made during later design stages. On other projects, like Bedford Route 101, local shoulder widening was used to facilitate U-turns.

N Williams: There is not a lot of room near the Eversource building for U-turns. Also, what can be done since this median island design will limit access to the Sunoco to right in right out? This will be sensitive for Sunoco since another gas station competitor has been approved on the NB side of the roadway just north of the project.

T. Reynolds: We will need to work with businesses relying on bypass traffic to make the medians work for them. We also have to balance the safety benefit of the medians and the challenges they create, eliminating left turns and the reduction of traffic turning conflicts.

N Williams: What does BMP stand for?

L. Sfintescu: Best Management Practices for stormwater treatment.

T. Higginson: This is an important consideration for corridor design. The BMP shown in the current design are potential areas identified for storm water treatment. These areas have been identified based on high/low points, available suitable lands and avoidance of wetlands. These BMP sites are not fully refined and will be explored in more detail.

N. Williams: What does the center of the roundabout look like?

T. Reynolds: There are two raised areas. The first is the truck apron which is raised roughly 1" and allows trucks to turn with sweep of the trailer overlapping onto the truck apron. The second is the raised interior island, which is usually 6-7" high vertical granite curbing. The center of the



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roundabout can be grass or landscaping (flowers/trees). The surface treatment for the center of the roundabout will be determined in coordination with the Town.

N Williams: Do the roundabout lanes have the same width as the roadway?

L. Sfintescu: The inner roundabout lane is slightly wider than on Route 3 (13 ft vs. 11ft). The outer lane is 18 ft wide. This helps trucks traveling through the roundabout to stay in their own lane.

B Thomas: Will NHDOT provide recommendations to the Town of Hooksett for grass/landscaping alternatives for the roundabout?

T. Reynolds: Yes, NHDOT will work with the Town and can suggest vegetation based on the Town's needs. This part of the process typically happens during the final design phase with the landscape architect.

A Garron: For the Bedford Route 101 project, there was irrigation built into that project in the median island planting areas. Was that from NHDOT?

T. Reynolds: Yes. That was constructed by NHDOT with an agreement that the Town would maintain.

A Garron: During the presentation, it was mentioned that two businesses may be complete acquisitions; Are there alternatives for the relocation of these businesses and does the State provide assistance?

T. Reynolds: Any right of way (ROW) acquisition is handled by the NHDOT ROW bureau. NHDOT follows federal guidelines, an appraisal is conducted, and fair market value is provided. ROW agents help residential and commercial landowners with relocation and assist with relocation and set-up costs. The NHDOT project team can put people in touch with the NHDOT ROW bureau to discuss further.

A Garron: Are attempts made to keep the relocated businesses in Hooksett?



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T Reynolds: The ROW Bureau works with the business being relocated to find a good fit for the relocated business. It could be within or outside of Hooksett, there is no requirement for the business to stay in the same community. It is also important to note, that at this time, we are still looking at all options for mitigating the project impacts. Acquisition at this time is not 100%. However, we wanted to make a note of it, so it is on everyone's radar.

D Boutin: Can you walk through the crosswalk plans through the corridor?

T Reynolds: There will be crossings at the major intersections of Alice Avenue, Mammoth Road and Whitehall Road. There is likely a need for additional crosswalks between the intersections, but these points have not been determined yet. The Project Team will work with the Town and the public to gather feedback and insight on where additional crosswalks should be considered and potentially added throughout the corridor. Design would include pavement markings and signs. The medians serve as pedestrian refuge allowing crossing only two lanes at a time. Use of rectangular rapid flashing beacons (RRFBs) to warn vehicular traffic of crossing pedestrians will be evaluated and may be included.

N Miller: Crosswalks with RRFBs work because of the medians vs. the use of a HAWK (Pedestrian Hybrid Beacons (PHB)) signal which would be needed without the medians?

T. Reynolds: It is possible that a PHB would be required for mid-block crossings due to the vehicle volume, vehicle speed, and length of the crossings.

N Miller: I want to express my support for the current design. This will be safer for pedestrians and will provide an attractive landscaping option. I also support sidewalks on both sides of the street. Can you explain how bicyclists will navigate the roundabout?

L. Sfintescu: The roundabout will feature 18-foot-wide outer lanes for bicyclists who feel comfortable riding through the roundabout. There will also be a continuous sidewalk around the roundabout for pedestrians or bicyclists who do not feel comfortable riding on the roundabout paved shoulders.



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N Miller: Is it possible to add signage letting pedestrians and bicyclists know how to navigate the roundabout?

T Reynolds: Yes, we can look into roundabout signage and provisions for pedestrians and bicyclists during final design.

N. Miller: I fully support the roundabout with pedestrian and bicyclist signage. U-Turns will be permitted unless otherwise signed or unless the left-turn lane is protected, correct?

T Reynolds: Yes.

T Reynolds: We do have concerns about speed with the 5-lane corridor. Medians, sidewalks, and crosswalks will help to mitigate this concern.

D Boutin: What will the average speed be through the corridor?

T Reynolds: The speed is typically regulated by congestion. The other elements (medians, sidewalks, crosswalks) will help control speed. We expect in off-peak hours of non-congestion that there may be an increase in speed with the wider corridor.

D Boutin: How does roundabout snow removal work?

R. Radwanski: NHDOT has experience removing snow from two-lane roundabouts and the NHDOT equipment works well through this roadway configuration. In instances where there is a lot of snow, the snow can build up in the middle of the roundabout and NHDOT will bring in equipment to remove.

D Boutin: How will runoff from melting snow affect the road?

R Radwanski: The drainage built into the roundabout usually addresses the runoff adequately. The center island is typically depressed to capture stormwater and melting snow.



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T Higginson: The roundabout design and grading will be optimized in final design to ensure drainage is captured and low points are designed appropriately.

A Garron: Would the driveway at Gate City Collision be right turn only given that it is at the roundabout?

T Reynolds: Yes.

T Reynolds: NHDOT would like to move forward with the next level of design and is looking for general concurrence from the WG to move ahead, understanding that there will be further refinements. NHDOT is planning to host an open-house event in early Spring 2023. This open house will be for corridor residents and businesses, so the Project Team can address specific concerns for each parcel owner. Following the open house, the Project Team will host a public meeting, aiming for late Spring 2023. The tentative plan is to host a public hearing in Fall 2023. If the public hearing is successful, the project should go into final design in 2024.

D Boutin: Thank you and good job. This is well designed with some details to iron out.

B Thomas: Has NHDOT contacted any of the larger businesses/residences?

T Reynolds: Not yet but looking to host an open house this Spring. Outreach will be conducted to all residents and businesses along the corridor.

J Robie: Any consideration to breaking up the medians to allow emergency vehicles through?

T Reynolds: The Project Team can certainly discuss median break treatments to make sure emergency vehicles can get through as part of final design.

D Boutin: Will law enforcement/fire/emergency services be able to control the lights?

T Reynolds: Does the Town have this technology?

J Robie: The Fire Department does but not the police.



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T Reynolds: It sounds like the lights are already equipped with the technology. If the Police Department wants to utilize this, they can contact NHDOT Traffic Bureau to coordinate the pre-emption equipment. New signal equipment would include provisions for pre-emption.

D Boutin: Can the Project Team add proposed crosswalks between the signalized intersection to the roll plots for future meetings?

T Reynolds: Yes. We can add ahead of the next public meeting. This will allow the public to provide feedback on proposed crosswalk locations.

T Reynolds: The Project Team will continue to refine the design and if we need another Working Group meeting, the Project Team will be in touch. Thank you to everyone for joining us today and we appreciate your input.

Meeting ended.