



MEETING MINUTES

Hooksett U.S. 3/NH 28 – Project 29611

Date: April 17, 2024
Time: 2:30 PM – 4:00 PM
Location: Virtual Zoom Meeting
Re: Working Group Meeting #9

Attendees:

NHDOT

Dave Smith, Project Manager
Jon Hebert, Senior Design Engineer
Sarah Healey, Design Engineer
Rich Radwanski, District 5 Engineer

WSP

Liviu Sfintescu, Project Manager
Tim Higginson, Deputy Project Manager
Erin Williams, Civil Engineer
Matthew Grote, Civil Engineer

Working Group Members

Andre Garron, Hooksett Town Administrator
Bruce Thomas, Hooksett Town Engineer
Nate Miller, Southern New Hampshire Regional Planning Commission (SNHRPC)
William Rearick, Hooksett Schools Superintendent
Jesse Frail, Resident
Michelle Canning, Pro Technologies
State Rep. JR Hoell, State Representative*
Tom Osborne, Osbornes Farm and Garden Centers, LLC
Jake Robie, Hooksett Police Department
Tony Crawford, Circle T Car Wash*
Joseph Stalker, Hooksett Fire Department*
David Boutin, Hooksett Town Council*
Lawrence Yassanye, Southern New Hampshire University*

*Invited but not in Attendance



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Meeting Discussion:

1. Welcome and Introductions (NHDOT)

- Dave Smith (NHDOT) welcomed Working Group (WG) attendees.
- Dave Smith (NHDOT) outlined the goals of the meeting:
 - To review the conceptual design of the roundabout prepared by the design team at the Alice Ave intersection as requested by the WG at the December 11, 2023, meeting.
 - Gather feedback from the WG.
 - Discuss next steps.

2. Alice Avenue Roundabout design (NHDOT/WSP)

- i. A revised roundabout concept has been developed at the US 3/Alice Ave intersection. The roundabout maintains a 24' distance between the back edge of sidewalk and the former Bank of American [BofA] building for vehicle circulation, and a 14' distance between back edge of sidewalk and the Crown Trophy building.
- ii. The roundabout features two (2) lanes on the US 3 and W. Alice Ave. approaches and one (1) lane on the Alice Ave. approach.
- iii. The steep vertical grade of Alice Ave. is a challenge that requires US 3 to be raised by up to 5 ft in the vicinity of the intersection. W. Alice Ave. would also need to be raised as it approaches the intersection.
- iv. Traffic level of service (LOS) for the Alice Ave. roundabout for the design year (2045) is slightly higher than the signalized intersection for the morning peak and generally the same as the signalized intersection for the afternoon peak.
- v. Roundabout Pros:
 - a. Landscape opportunities.
 - b. Less maintenance vs. signalized intersection.
 - c. Allows for U-turn movements at the intersection for all types of vehicles while the signalized intersection would only allow for U-turn movements for passenger cars.
 - d. Reduced impacts along US 3 as the number of lanes at the intersection is reduced to 2 (instead of the signalized intersection which necessitates 4 lanes on the northbound approach and 3 lanes of the southbound approach).
 - e. Only requires widening of Alice Ave in the immediate proximity to the intersection thereby generally reducing the impacts along Alice Ave up to Coaker Ave.
 - f. Decreases vehicle speeds and increases safety by reducing crash rates and severity.
- vi. Roundabout Cons:
 - a. Increased ROW impacts to the abutters in the four quadrants of the intersection (Crown Trophy, Irving, former BofA, Enterprise).
 - b. Requires retaining walls at back edge of sidewalk on the Crown Trophy and former Bank of America properties to limit ROW impacts. For ownership and



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maintenance purposes, it is best to locate the retaining walls completely within NHDOT ROW. Temporary easements would be required to construct the retaining walls. Note: The signalized intersection design would also require a retaining wall at back edge of sidewalk on the Crown Trophy property but not at the former Bank of America property.

- c. The construction of the roundabout requires raising Route 3 at the intersection which will increase construction duration and cost and generate more impacts during construction.

vii. Working Group feedback/discussion

NHDOT offered an initial recommendation from the design team: Given that the roundabout and signalized intersection have similar traffic levels of service and given the complexity and cost of the construction, and the ROW impacts onto the 4 quadrants of the intersection, NHDOT recommended that a signalized intersection at Alice Ave. is incorporated into the preferred design alternative. However, a final decision would be taken following a discussion with the working group and subsequent public feedback.

Q: Tom Osborne – Is the roundabout at Mammoth Rd still the preferred design for that intersection? If so, why is NHDOT recommending a roundabout at Mammoth Rd and not at Alice Ave?

A: Dave Smith – The ROW impacts for Alice Ave are more significant in comparison to Mammoth Rd, however, the decision to have a roundabout at Alice Ave. is still up for discussion.

Jesse Frail – voiced support for the Alice Ave. roundabout alternative for three main reasons: 1) the LOS improvements, 2) safety improvements, and 3) ability for all vehicles to make U-turns at the roundabout.

Tom Osborne – voiced agreement with Jesse Frail, highlighting the roundabout's U-turn capability as a needed solution to the proposed raised medians along the corridor. Main concern with the roundabout is the complexity and cost of construction.

William Rearick – agreed with both Tom Osborne and Jesse Frail but understands where NHDOT is coming from recommending the signalized intersection alternative. Main concern is trucks being able to turn around at Alice Ave. Without the roundabout, will trucks be forced to use Alice Ave/Mammoth Rd?

Jake Robie – understands where both NHDOT and the WG are coming from. Main concern is safety and agrees that the roundabout solution will reduce high severity crashes as well as reduce vehicle speeds entering the corridor. Will support either position for this intersection.

Bruce Thomas – is leaning towards the roundabout alternative as a solution for the proposed raised medians along the corridor. Echoes previous working group sentiments. Noted the



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intersection comparison table did not include a “convenience” category which would give the roundabout a leg up against the signalized intersection.

Michelle Canning – wants to ensure that the businesses around the roundabout are being properly advocated for, however, sees both sides of this decision and from a taxpayer perspective prefers the roundabout alternative.

Q: Tom Osborne – let’s review each quadrant of the roundabout to assess ROW impacts to the surrounding businesses. Looking at Crown Trophy, the existing parking lot extends into the NHDOT ROW. The roundabout and signalized intersection alternatives impact the existing parking to a similar degree requiring reconstruction of the majority of the parking lot; the difference is in the need to move the sidewalk closer to Crown Trophy with the roundabout. Enterprise doesn’t show any parking loss due to the roundabout. Impacts to the convenient store/gas station are minimal in either concept. Impacts to BofA parcel are reduced by incorporation of retaining walls.

A: Liviu Sfintescu – a retaining wall is required along the Crown Trophy parking lot for BOTH alternatives. The height of the retaining wall would actually be shorter for the roundabout alternative than for the signalized intersection because the existing intersection is raised by up to 5 ft.

Q: Jesse Frail – Does Crown Trophy own the property directly to the south to develop/extend their parking?

A: Liviu Sfintescu – Yes, Crown Trophy owns the property to the south.

Q: Michelle Canning – even though the former Bank of America property is losing some parking spaces, they still show a significant number of parking spaces within the property.

A: Bruce Thomas – The Town of Hooksett is working with the property owners, making them aware of the roundabout alternative and resulting impacts.

Q: Andre Garron – for the signalized intersection alternative, is there opportunity for passenger cars and trucks to make U-turns?

A: Liviu Sfintescu – it is likely that the roadway would have to be widened further into the Enterprise property to accommodate passenger cars making a U-turn. However, trucks will not be able to make U-turns at this location.

A: Dave Smith – as discussed in a previous WG meeting, there is opportunity for trucks heading southbound to use the I-93 Interchange to turn around and head northbound, but this may not a preferred option.

Michelle Canning – voiced concern for emergency response times and suggested it be included in consideration for the preferred intersection design.

Nate Miller – in reviewing the intersection alternative comparison table, the safety and construction cost criteria lack specifics to directly compare the two alternatives. Suggest a



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cost benefit analysis of the two alternatives, developing costs associated with construction and safety improvements.

Tom Osborne – the roundabout addresses the concerns that were raised by proposing the center medians along the corridor. The addition of the center medians impacts several businesses along the corridor. This should be considered when choosing the preferred design for the Alice Ave. intersection. Essentially, four businesses are impacted by the roundabout at Alice Ave., but the roundabout would better serve many other businesses along the entire corridor.

Q: Dave Smith – how should the project proceed into the upcoming Public Involvement meeting on April 30th given the working group’s support of the Alice Ave roundabout? Should the roundabout be presented at the next Town Council meeting?

A: Andre Garron – Yes, the roundabout should be presented to the Town Council. The Council previously had reservations for the Mammoth Rd roundabout. The next council meetings are April 24th and May 8th. The agenda is set for the April 24th meeting. Suggest we proceed with PI meeting on April 30th and then the roundabout will be presented at the May 8th Council meeting.

Dave Smith – Agreed. We will proceed with the roundabout as the preferred design and solicit public comment. Everyone that voiced their input tonight, please attend the PI meeting on the 30th and offer your perspectives on the Alice Ave. roundabout alternative. NHDOT will work to resolve the construction complexities presented by needing to raise US 3 by up to 5’. We may need another working group before heading into the Public Hearing, which is anticipated to be held towards the end of this year.

Andre Garron – strongly suggest that the WG individuals attend the Town Council meeting on May 8th to voice their perspective on the Alice Ave. roundabout.

viii. Schedule/Next Steps

Formal meetings

- i. Public Informational meeting – Apr 30, 2024
 - ii. Public Officials meeting – May/June 2024
 - iii. Project Working Group meeting – Jun 2024
 - iv. Public Hearing – Winter 2024
- ix. Ongoing Efforts
- i. Property/Business Owner discussions

Dave Smith (NHDOT) thanked the WG for their time and closed the meeting at 4:00 pm.

ACTION ITEMS

- Incorporate the Alice Ave. roundabout into the preferred design alternative and present it at the upcoming PI meeting on Apr 30.