



## **RESPONSES TO PROJECT WORK GROUP REQUESTS Hooksett US 3/NH 28 – Project 29611**

**Date:** December 11, 2023 **Time:** 9:00 AM – 11:30 AM  
**Location:** Hooksett Town Hall

**Re:** Working Group Meeting #7  
Responses to Requests

### **Attendees:**

#### **Project Working Group (PWG) 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  
Tony Crawford, Circle T Car Wash  
Joseph Stalker, Hooksett Fire Department\*  
Jake Robie, Hooksett Police Department\*  
David Boutin, Hooksett Town Council\*  
Lawrence Yassanye, Southern New Hampshire University\*

\*Invited but not in Attendance

#### **WSP (NHDOT’s Consultant)**

Liviu Sfintescu, Project Manager  
Delia Makhetha, Public Involvement

#### **NHDOT**

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

### **Responses to Requests by PWG:**

A PWG meeting was held December 11, 2023 to solicit input for a preferred alternative which includes an additional lane in each direction along US 3/NH 28, a roundabout at the Mammoth Road intersection, curbed median islands at selected locations, 6’ sidewalks, as well as 5’ shoulders. As an alternative solution at the US 3/NH 28 and Mammoth Road intersection, a signalized intersection is also being considered.

Based on collaboration and input from the stakeholders at this meeting, the following requests were made with the NHDOT responses to each.

For minutes of this meeting, please see the PWG meeting minutes captured in a separate document posted to the NHDOT website at <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hooksett-29611> under the header “Working Group Meeting #7 – December 11, 2023”.



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- *NHDOT will assess installing a roundabout at Alice Avenue.*

- *NHDOT has developed a roundabout concept at the Alice Avenue intersection (see figure 1). It is anticipated that the roundabout has an improved “level-of-service” compared the signalized intersection however the roundabout does also have increased impacts beyond the right-of-way in all four corners when compared to the signal.*

*This concept will be discussed further with the PWG, City and public at upcoming meetings.*

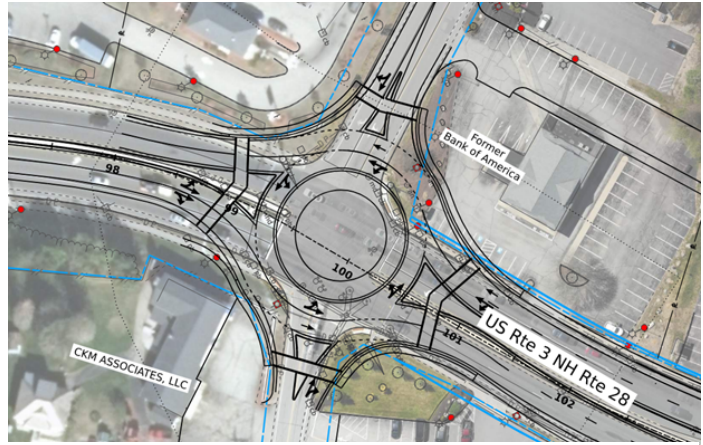


Figure 1

- *NHDOT will assess shortening the splitter island associated with the Mammoth Road intersection roundabout option for Paquette Pools and Spas.*

- *The splitter island has been shortened to allow full access into/out of Paquette’s driveway (see figure 2). This refinement does require that the driveway be relocated 75’ to the south from its current location. The driveway layout for Paquette’s is the same for both the roundabout and signalized intersection option at Mammoth Road and US 3 and allows full access as currently exists.*

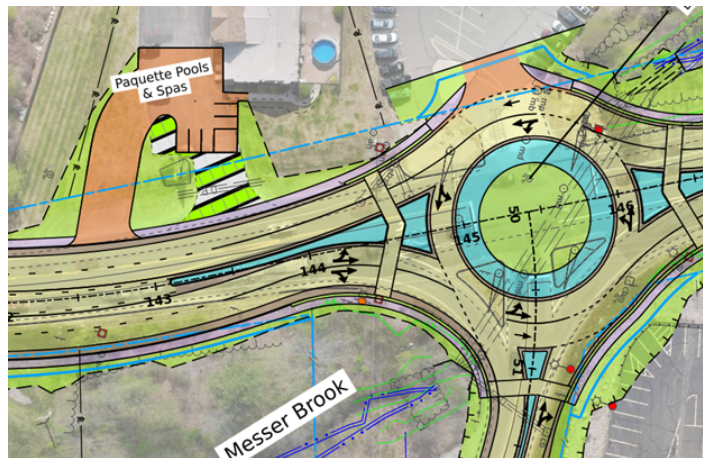


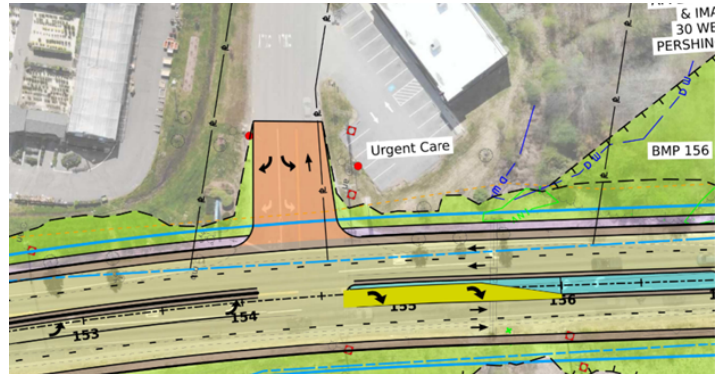
Figure 2

- *NHDOT will assess if left turn merge lanes would be a possibility along the corridor.*



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○ *The concept for left turn merge lanes was evaluated (see figure 3). The concept proposed by the PWG envisioned utilizing a portion of the median island width to allow*





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vehicles to exit a site and to move into the “left turn merge lane” and then to merge into the travel lanes.

*This concept would require drivers to make an increased number of decisions to merge into traffic at higher speeds compared to having a vehicle move from the side access location and into the median area between the two islands. Use of a “left turn merge lane” would also require drivers in this area to complete a merge maneuver prior to the lane ending. This would cause forced merging and increased potential for vehicular conflicts.*

Figure 3

*Additionally, providing the “left turn merge lane” will cause confusion to thru travelers who expect a left turn lane may be opening with movements into the “left turn merge lanes”.*

*“Left turn merge lanes” have not been incorporated into the proposed layouts.*

- **NHDOT will assess including a cross walk at Silver Avenue.**

- *A crosswalk will be considered at this location and discussed further in context with other crossing locations. In conjunction with the crosswalk, a raised median island will be required to allow for pedestrian safety area in the instance that they are not able to completely cross US 3 (see figure 4).*

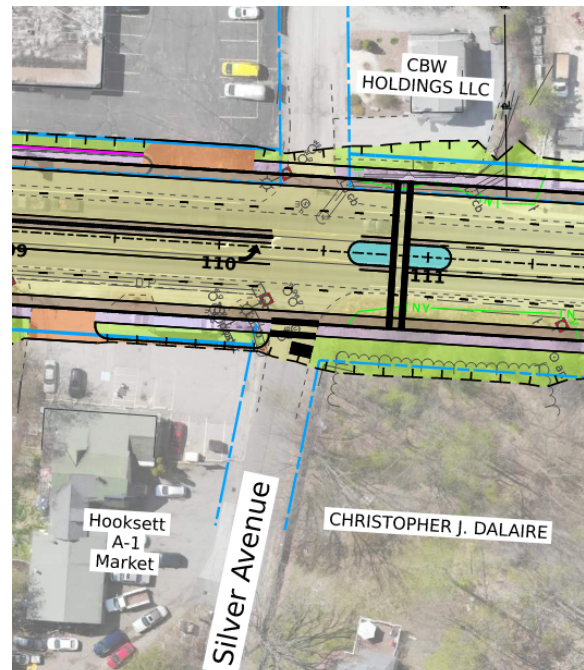


Figure 4

- **NHDOT will assess the shoulder widths throughout the corridor to see if they can be reduced.**

- *The proposed 5’ shoulders, in conjunction with the 11’ lane, match the lane and shoulder width combination of 16’, to the north and south of this segment. The 5’ shoulder width will be maintained as proposed. Understanding the need to be sensitive*



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*to impacts along the US 3 corridor, the NHDOT will look for alternative means to reduce the overall typical section width as the design continues to be refined.*

- ***NHDOT will post the latest roll plots and presentation to the NHDOT website.***
  - *All the information from the PWG meeting (reference plans, meeting minutes, etc.), as well as all information from subsequent discussions (including this “Response to Requests”) will be posted at the project website noted above with all our public outreach information.*
- ***NHDOT will look at options to refine/preclude ways to discourage left turns OUT of Cinemagic way (on the roundabout design plots).***

- *A layout has been developed and incorporated into the plans to preclude left turns from Cinemagic Way for the **roundabout intersection concept** at Mammoth Road and US 3 (see figure 5).*

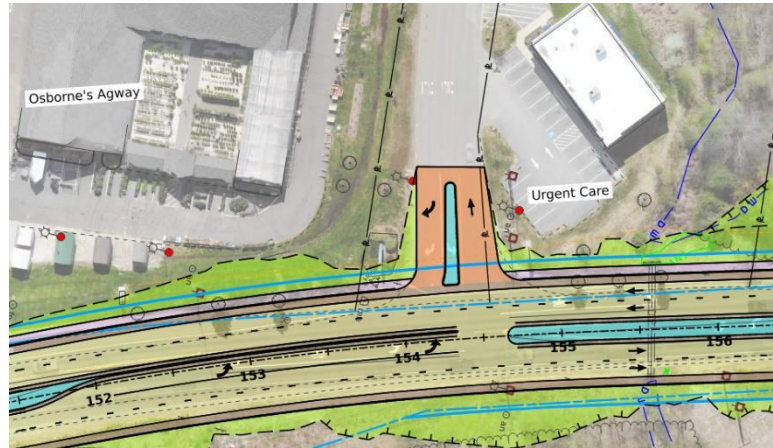


Figure 5

*This restriction was recommended by the PWG to eliminate turning movement conflicts, thereby enhancing safety, as the roundabout would allow travelers to reverse direction to head north along US 3 from Cinemagic Way.*

- ***NHDOT will assess opportunities/possibilities to enhance signal operations at existing signalized intersections now, ahead of any project construction.***
  - *NHDOT will work to assess the potential for interim intersection improvements, prior to the construction of corridor improvements, that will be low cost and easy to implement.*
- ***NHDOT will assess a blended median island layout of the signalized intersection plots and the roundabout intersection plots.***
  - *The median island layout has been refined as requested for the **roundabout solution** at Mammoth Road and US 3 from roadway station 133+00 to 143+00. It is now the same as the median island layout for the Mammoth Road and US 3 signalized intersection layout in these same roadway stations. Please refer to the revised roll plots posted on the project website.*



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- *NHDOT will assess operation for future traffic movement at the Alice Avenue/Mammoth Road intersection for larger vehicles and increased volume wanting to travel north from US 3/NH 28.*

- *Concern was posed by the PWG in regard to those businesses from roadway station 103+00 to 110+00 who can currently make a left turn from their sites but would be restricted under the proposed layout. Larger vehicles (i.e. tractor trailers was of particular concern to the group). With the proposed median island in these limits, the group anticipated increased traffic on Alice Avenue due to the need for travelers to reverse direction using Mammoth Road to head north on US 3.*

*With regard to larger vehicles, the challenging profile (up to 11%) along Alice Ave and the left turn movement onto Mammoth Road does not make it truly feasible for use. Per discussions with a business owner (i.e. Chantilly's on 1/8/2024), it is likely that tractor trailer delivery routes would be updated to avoid the need to use Alice Avenue. Larger vehicles from this area will likely continue south on US 3 towards I-93 to either reverse direction at the Exit 9 interchange using the loop ramps or use I-93 to get to their ultimate destination. Passenger vehicles are likely to use Alice Avenue to reverse direction and can easily traverse the steep grade and left turn maneuver onto Mammoth Avenue.*