

Route 3/NH 28 Hooksett 29611 Roadway Improvement Project

- Working Group Meeting #6
- Jan 4, 2023
- 10:00 AM – 12:00 PM



Meeting Agenda

1. Recap of design developed to date
2. Overview of preferred design alternative
3. Open Discussion
4. Next Steps

Previous Meetings

- Nov 18, 2020: Working Group Meeting #1 – Identified existing corridor deficiencies and drafted Project Vision and Purpose and Need statement
- Jan 20, 2021: Working Group Meeting #2 – Finalized Project Vision and Purpose and Need statement; Reviewed traffic volumes and established preliminary lane configurations at the signalized intersections (Alice Ave, Mammoth Rd, Whitehall Rd).

Vision Statement

Improve roadway safety, mobility and efficiency to promote safe, convenient and comfortable travel for motorized vehicles, pedestrians and bicyclists.

Purpose and Need Statement

The purpose of the project is to improve long-term safety, efficiency and mobility on 1.4 miles of the US Route 3/NH 28 corridor between Alice Avenue/West Alice Avenue and NH Route 27/Martins Ferry Road. These improvements are needed to address the following issues:

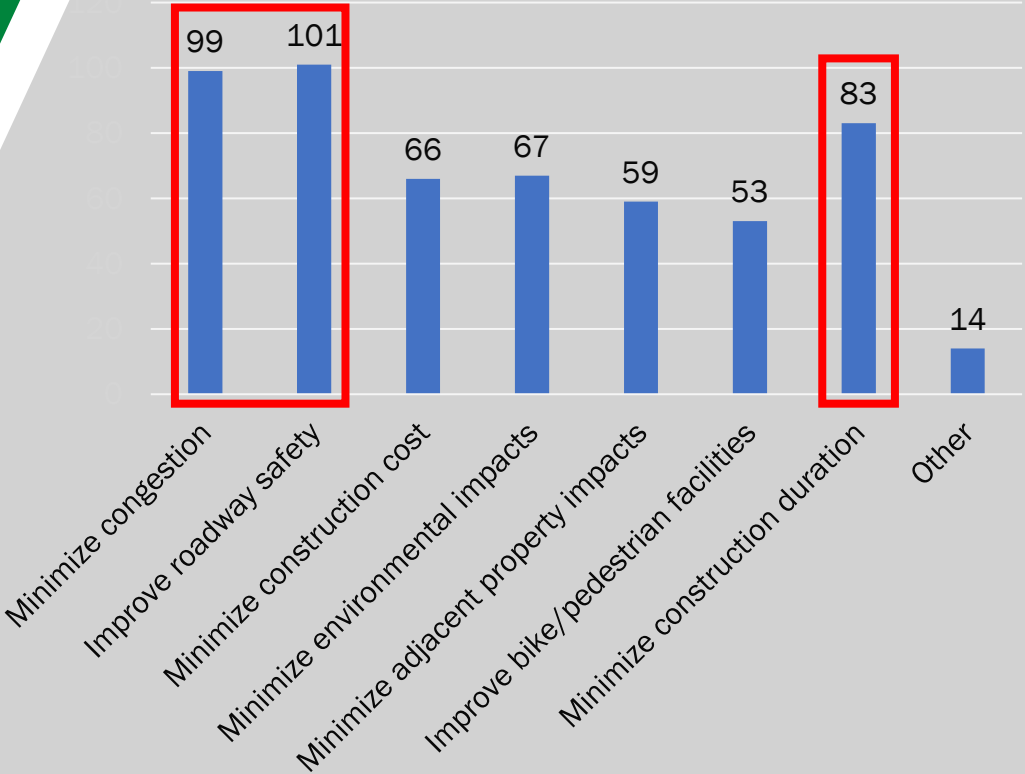
- **Congestion**; *significant intersection back-ups during peak hours, inadequate use of center turning lanes, and address planning needed for long-term transportation operations.*
- **Safety**; *poor sight distance and conflicts between vehicles, pedestrians and bicyclists at various locations throughout the corridor.*
- **Access Management**; *poorly defined driveways allowing uncontrolled access to US Route 3/NH 28*
- **Bicycle and Pedestrian Facilities**; *sidewalk discontinuity limiting pedestrian access and mobility, and insufficient shoulder width to safely accommodate bicyclists.*
- **Intersection Improvements**; *traffic signals require ADA and equipment upgrades to improve preemption, timing and coordination and promote efficient traffic flow.*

Previous Meetings (cont'd)

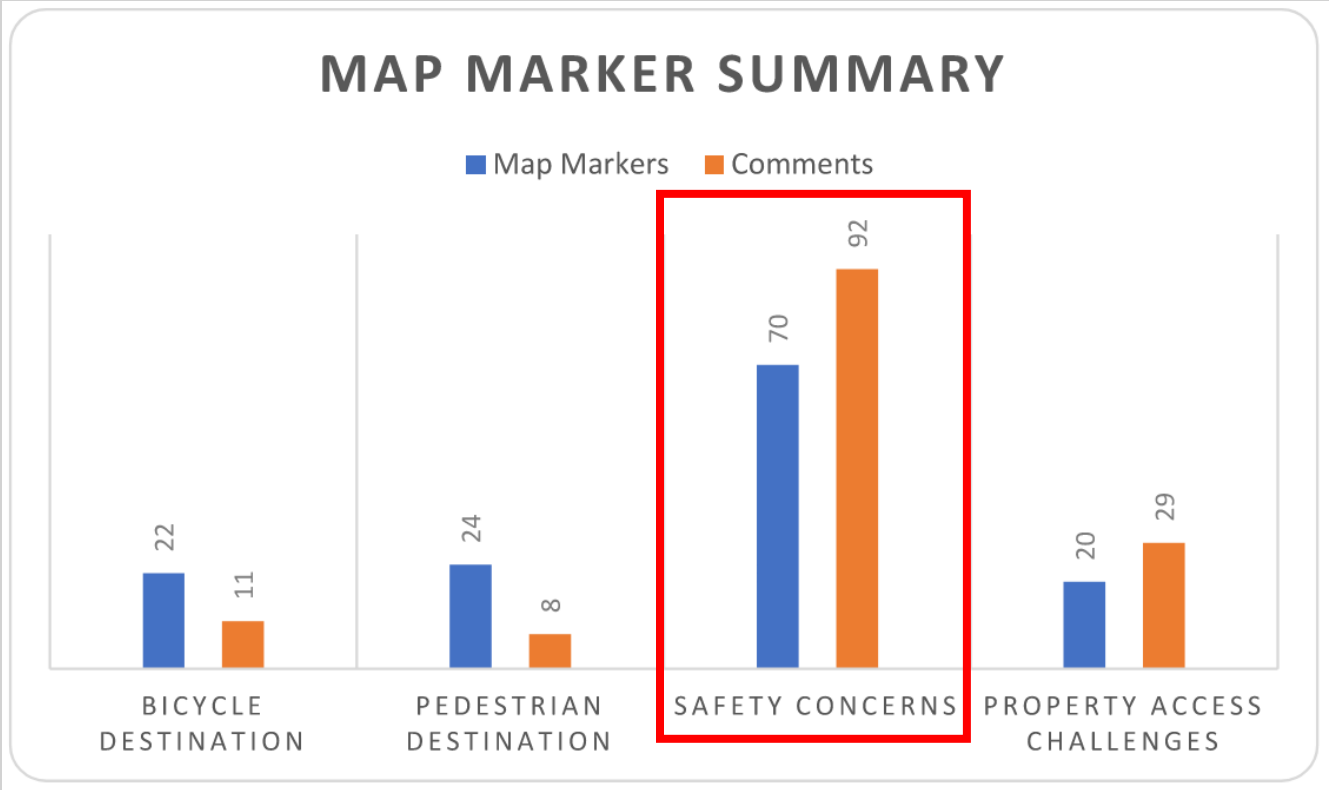
- Jun 11, 2021: Working Group Meeting #3 – Presented first draft of a 5-lane alternative on Route 3 and reviewed its most significant impacts with the working group
- Oct 18, 2021: Working Group Meeting #4 – Presented a 3-lane alternative and reviewed its most significant impacts with the working group. Compared the 5-lane to the 3-lane alternative
- Feb 2, 2022: Public Informational Meeting #1 – Presented the 3 and 5-lane alternatives to the public. Received mixed feedback on the 2 alternatives
- Feb 25 to March 22, 2022: Opened Metroquest Survey to the public

Metroquest Survey Results

Total Number of Selected Corridor Priorities

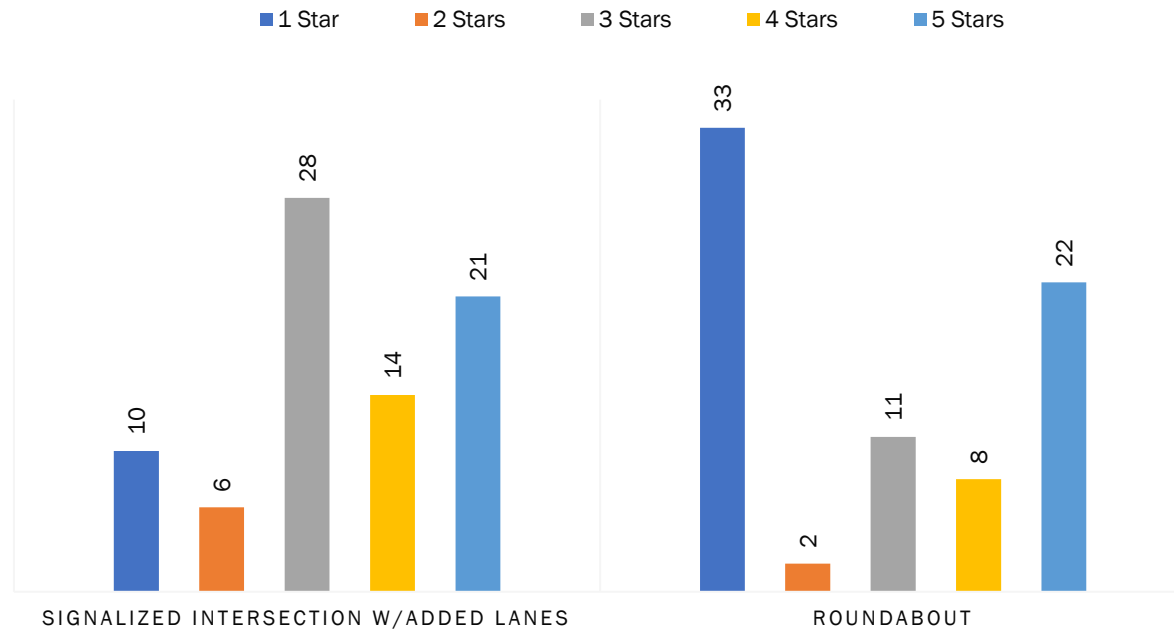


Corridor Concerns

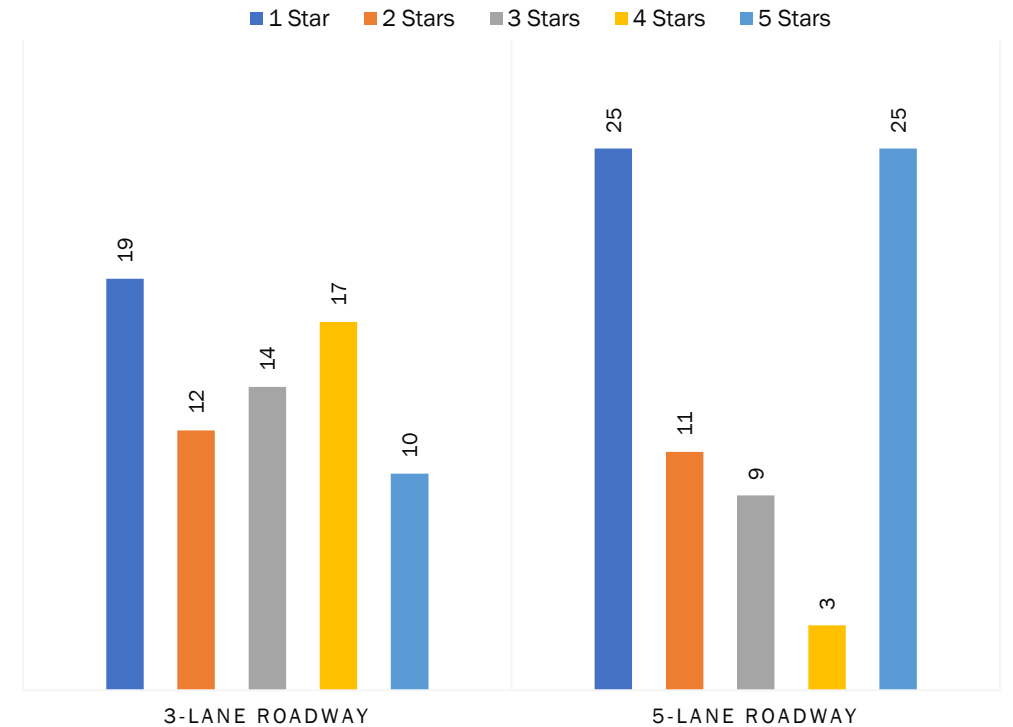


Metroquest Survey – Feb 25 to Mar 22, 2022

SIGNALIZED INTERSECTION WITH ADDED TURN LANES VS. ROUNDABOUT AT MAMMOTH RD



3-LANE VS. 5-LANE ROADWAY DESIGN PREFERENCES



Previous Meetings (cont'd)

- May 23, 2022: Working Group Meeting #5 – Reviewed results of the Metroquest survey with the working group
- Jun 6, 2022: Town Planning Board Meeting – Generally indicated preference for the 5-lane alternative and slight preference for roundabout at Mammoth. No consensus on the sidewalk locations
- Jul 7, 2022: Town Council Public Meeting – Town Council unanimously voted on the 5-lane alternative. No further comments on the roundabout. Town Council voted in favor (5 votes vs. 3 votes) for sidewalk on one side vs two sides of Route 3

Route 3 typical section (5-lane alternative)

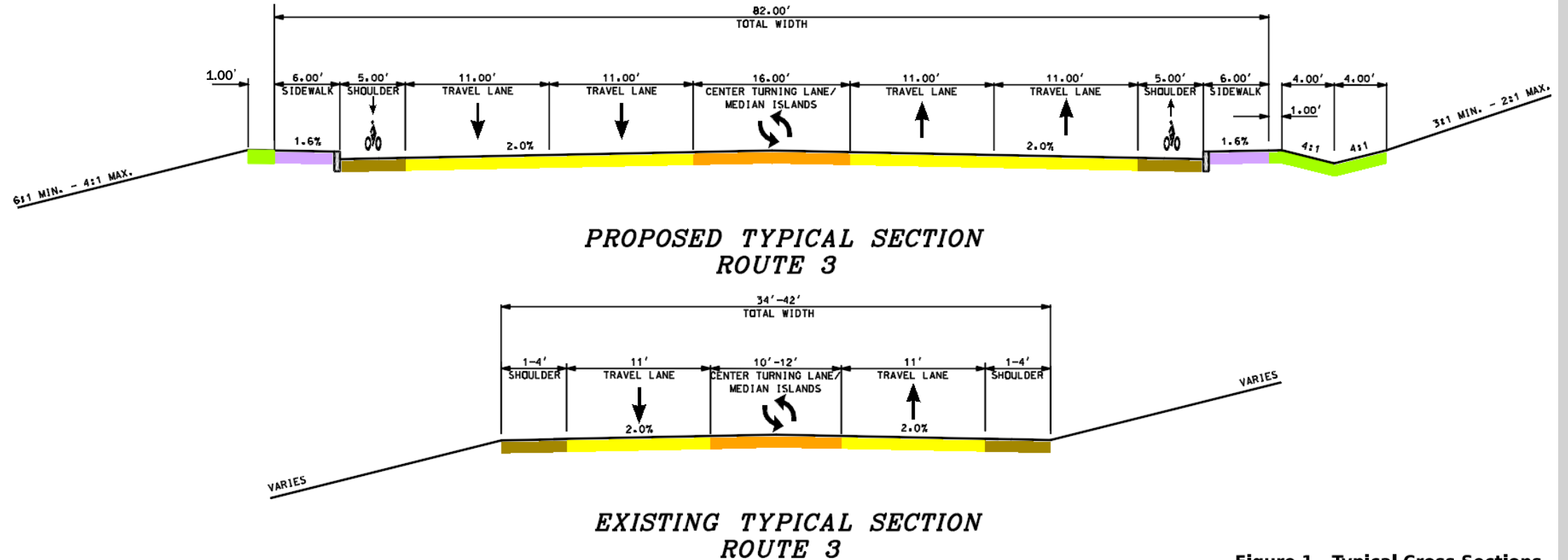


Figure 1 - Typical Cross Sections

















Summary of significant impacts (5-lane alternative)

- 15 +/- parking spaces lost at Chantilly restaurant; may require full acquisition
- Parking loss at other locations such as Portland Glass and Hooksett Family Eyecare
- Significant impacts from Embassy Ave to Mammoth Rd due to narrow width between abutting properties
- Significant impacts onto Pro Technologies north of Cinemagic drive (former Mill City Flooring); may require full acquisition
- Approx. 2000 LF of proposed retaining walls
- ROW strip takes on most properties
- Approx. construction cost \$13M (excluding ROW)

Roll Plots Review

- Addition of median along Route 3:
 - Limit left turn conflicts to reduce crashes
 - Assist with speed control
 - Provide pedestrian refuge where mid-block crossings may be provided
 - Openings provided at selected locations (major side streets)
- Proposed roundabout at Mammoth Rd to facilitate U-turns
- Sidewalks on both sides of Route 3 for increased pedestrian connectivity, access to all destinations on both sides of the road, and for additional traffic calming

Mammoth Rd (Roundabout vs. Signalized Intersection)

		Two-lane Roundabout	Signalized Intersection	Remarks
Level of Service (LOS)	AM Peak	A 	B 	
	PM Peak	B 	C 	
Safety				# of crashes /year for roundabout typically up to 50% lower than signalized intersection
ROW Impacts				Roundabout has severe ROW impacts to the Gate City Collision property
Environmental Impacts				Roundabout requires reconstructing of existing headwalls at Messer Brook + possible extension of existing culvert
Aesthetics				Roundabout provides opportunity for beautification of corridor
Maintenance				Roundabout experiences less maintenance than signalized intersection
Cost				

Next Steps

- Address comments from today's meeting
- Public Information Meeting #2 – Spring 2023
 - Anticipated Goals
 - Present preferred design alternative and gather feedback
- Address comments from the Public Information Meeting #2
- Public Hearing – Fall 2023
- Contact information:
 - Tobey Reynolds, P.E.
 - Tobey.L.Reynolds@dot.nh.gov
 - 603-271-7421

Meeting Adjourned

Thank you!

