

# Meeting Information

- Meeting is being recorded and will be posted on the project website
  - Virtual participants are muted



## For those joining us via Zoom

- Questions may be entered in the Q&A Window at any time (button appears at the bottom of the screen).
- Questions will be held until the end of the presentation during the Q&A portion.
- Elected officials will have the opportunity to provide comment(s) after the presentation, prior to Q&A.



## For those joining us in person

- During the Q&A portion, please raise your hand and a member of our team will alert you when it's your turn to speak.

# US Route 3/NH 28 Roadway Improvements Project Hooksett 29611



Public Information Meeting #3

April 30, 2024

6:00 PM – 8:00 PM

*New Hampshire*  
**DOT**  
Department of Transportation

# Meeting Agenda

1. Welcome and Introductions
2. Meeting Purpose, Goal and Expectations
3. Project Vision, Purpose and Need
4. Preferred Design Alternative
5. Natural/Cultural Resources
6. Gather Public Feedback to Refine Preferred Layout
7. Next Steps

# Welcome and Introductions



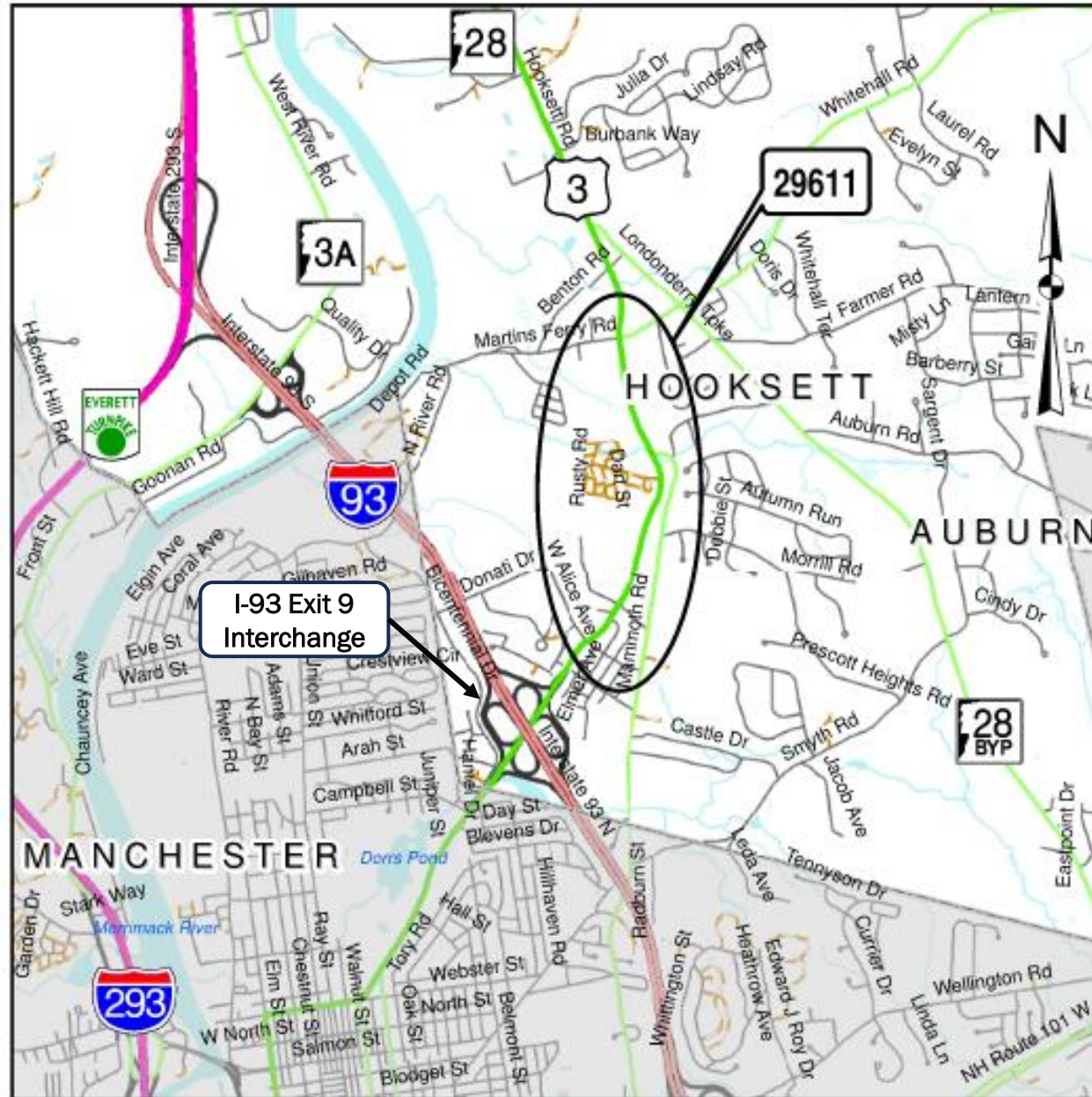
David Smith, PE  
NHDOT Project Manager



Liviu Sfintescu, PE  
WSP Project Manager

# HOOKSETT - US 3 / NH 28

# Location Map



# Project Working Group

- Comprised of town officials, emergency services, regional planning association, residents, business owners and others
- 9 Working Group meetings (November 2020 - April 2024)
  - Developed the Project Vision and the Purpose and Need Statement
  - Provided insight to corridor issues
  - Provided input to facilitate the selection of the preferred alternative

Working Group Member	Organization
Captain Jake Robie	Hooksett Police Department
Joseph Stalker	Hooksett Emergency Services (Police/Fire/Rescue)
Andre Garron	Town Administrator
David Boutin	Hooksett Town Council
Lawrence Yassanye	Southern New Hampshire University (SNHU)
Bruce A. Thomas, PE	Community Development/ Town Engineer
Nate Miller	Southern NH Planning Commission (SNHPC)
Superintendent Bill Rearick	Hooksett School District
Richard Radwanski	NHDOT District 5 Engineer
Tony Crawford	Circle T Car Wash
Jesse Frail	Hooksett Resident
Michelle Canning	Pro Technologies (Local Business Representative)
State Rep. JR Hoell	State Representative
Tom Osborne	Osbornes Farm and Garden Centers, LLC

# Public Input on the Preferred Alternative

- Public Informational Meeting #1  
*February 2022*
- Open House  
*June 2023*
- Public Informational Meeting #2  
*October 2023*
- Town Council Meeting  
*January 2024*
- Public Informational Meeting #3  
*April 2024*

# Meeting Purpose, Goal and Expectations

## Purpose:

- Provide presentation on preferred layout
- Obtain input on preferred layout

## Goal:

- To continue gathering constructive input to refine layout

## Expectation:

- All communication and interaction will be open and respectful



# Project Vision Statement

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

# Project Purpose & Need Statement

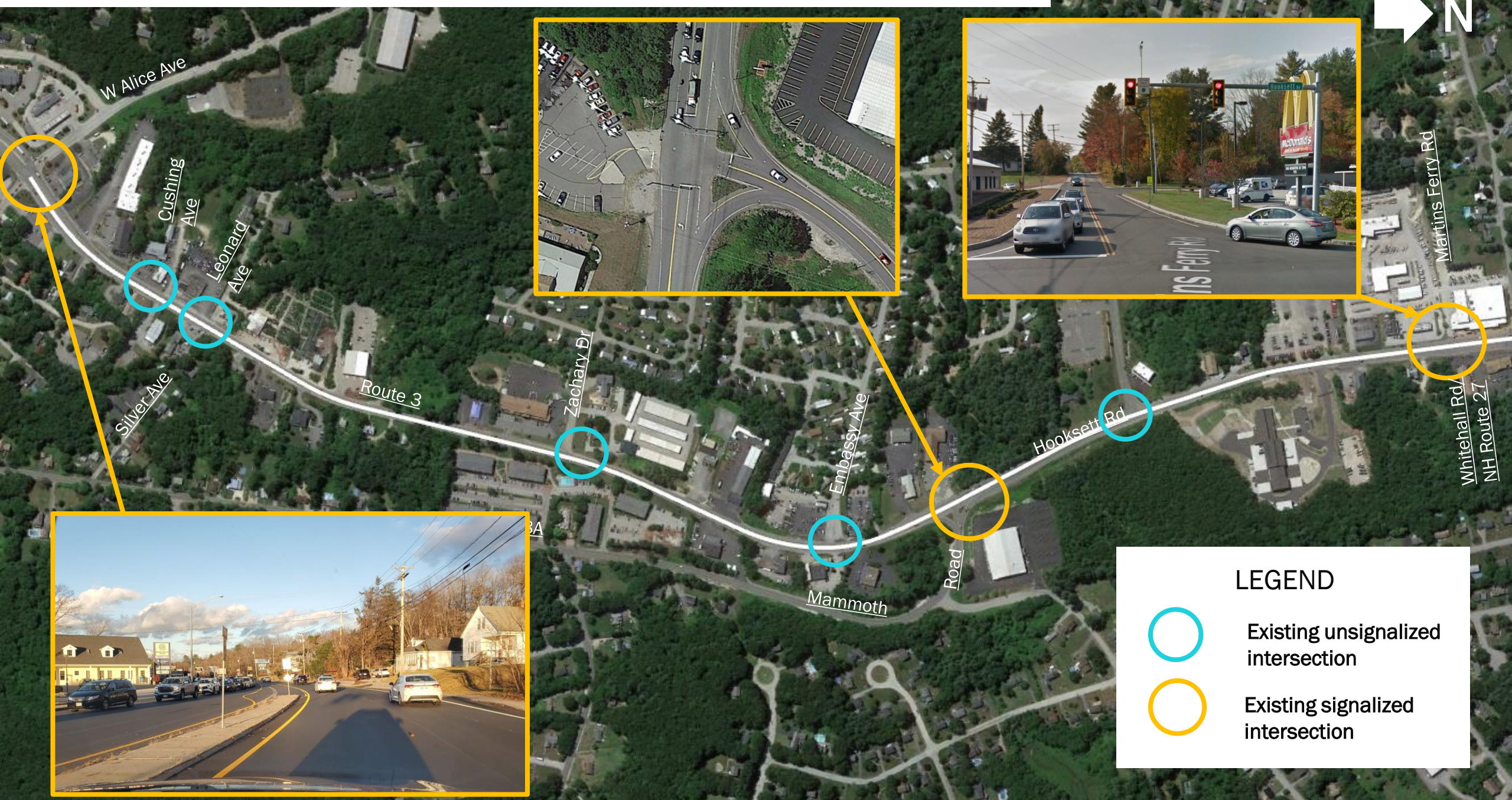
The **purpose of the project** is to improve long-term safety, efficiency and mobility on 1.4 miles of the US 3/NH 28 corridor between Alice Avenue/West Alice Avenue and Martins Ferry Road/Whitehall Road. These improvements are needed to **address the following issues**:

- **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 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.

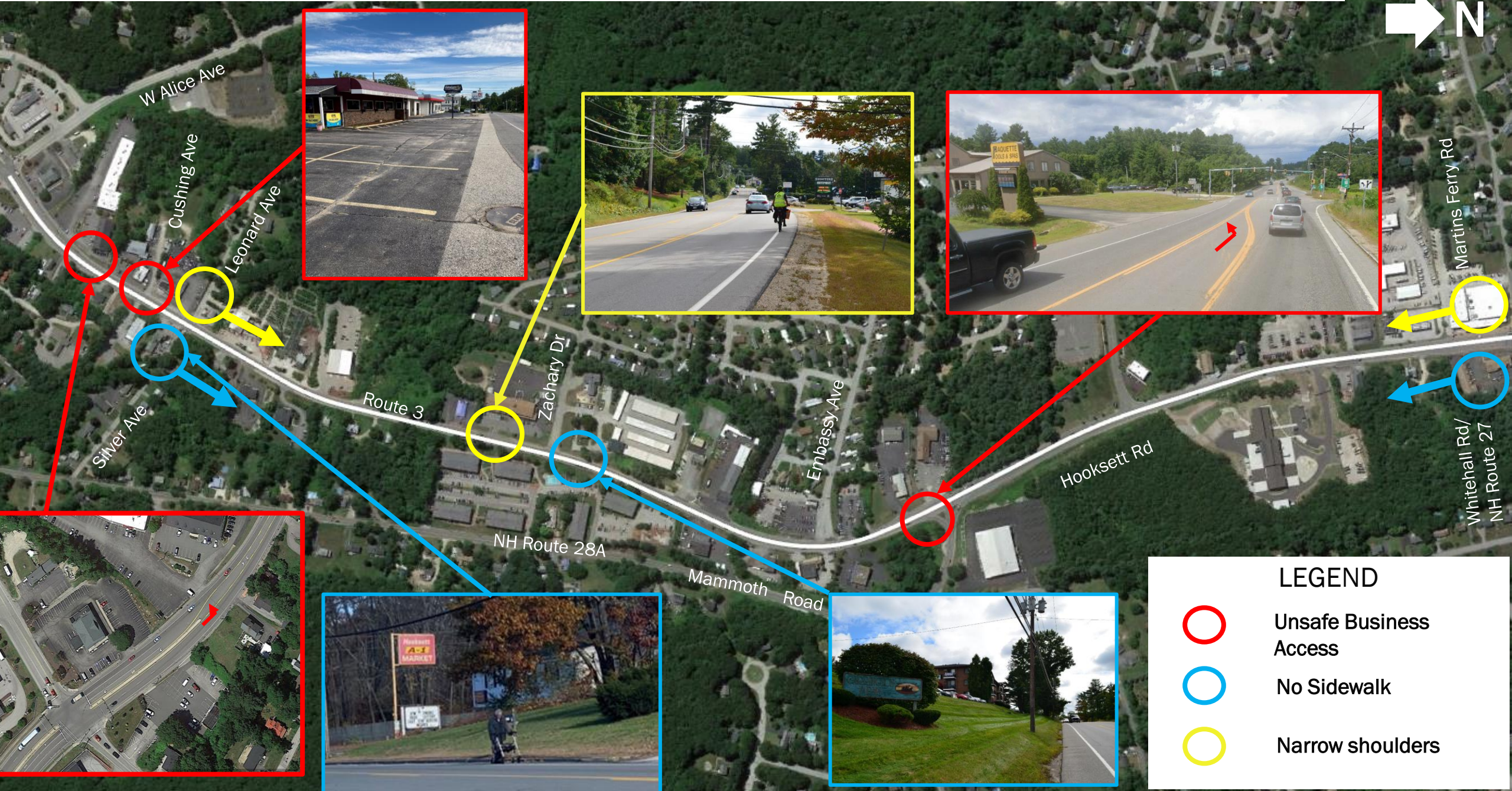
# Preferred Design Alternative



# Corridor Deficiencies - Traffic backups at signalized intersections



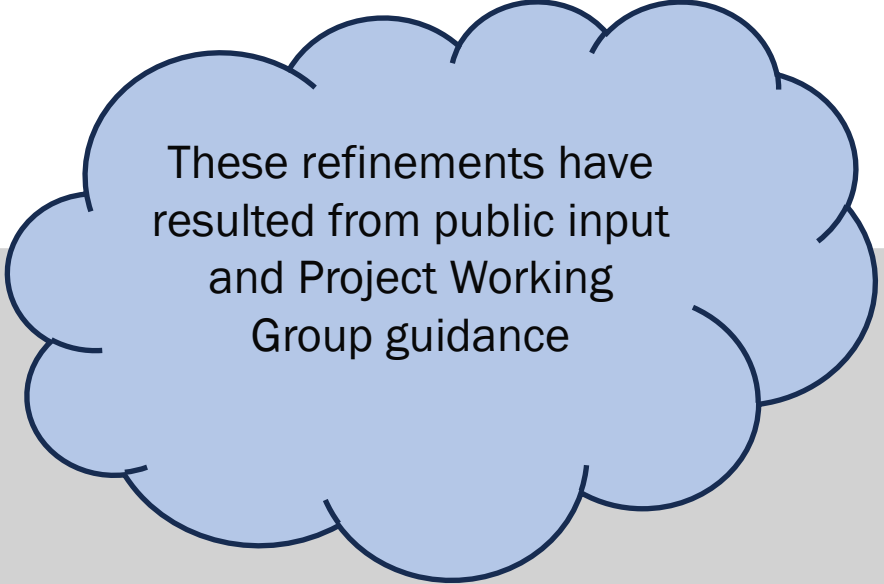
# Corridor Deficiencies - Unsafe business access, narrow shoulders and no sidewalks



# Project Highlights

- Expand Rte. 3 to two lanes in each direction to increase traffic capacity
- Add raised median islands at selected locations along the corridor to improve safety
- Incorporate 5' shoulders along project length
- Add 6' sidewalks along both sides of the roadway for pedestrian safety from Alice Ave to Mammoth Rd
- Add 6' sidewalk along the west side of the roadway for pedestrian safety from Mammoth Rd to Martins Ferry Rd
- Convert Alice Ave and Mammoth Rd intersections to hybrid roundabouts to improve traffic flow and safety
- Improve signal at Martins Ferry Rd intersection
- Construct approx. 2,000 LF of retaining walls to minimize impacts
- Acquire, at a minimum, ROW strips on most properties along corridor
- Cost of construction approx. \$20M (*including inflation & excluding ROW*)

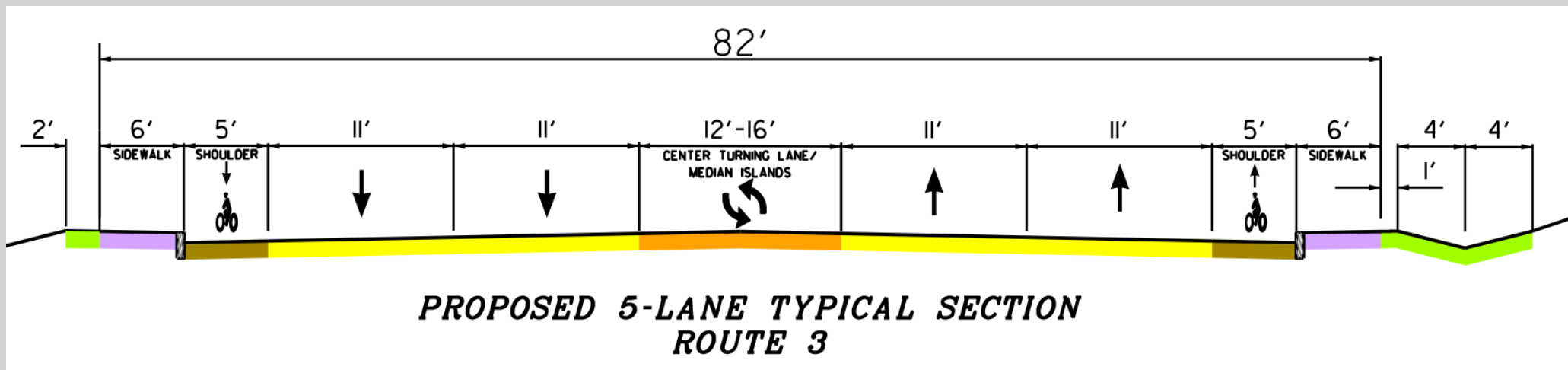
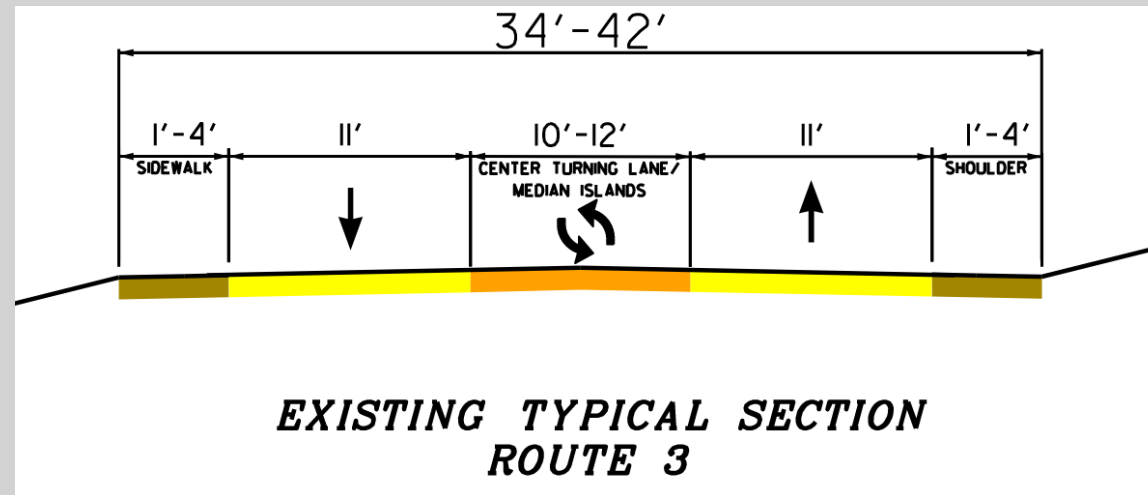
# Recent Design Updates



These refinements have resulted from public input and Project Working Group guidance

- Refined median island limits
- Introduced roundabout at Alice Avenue intersection
- Added crosswalk just north of Silver Avenue
- Incorporated right turn in/right turn out only at Cinemagic Way (northbound travelers will use Mammoth Road roundabout to reverse direction)

# Route 3 typical sections





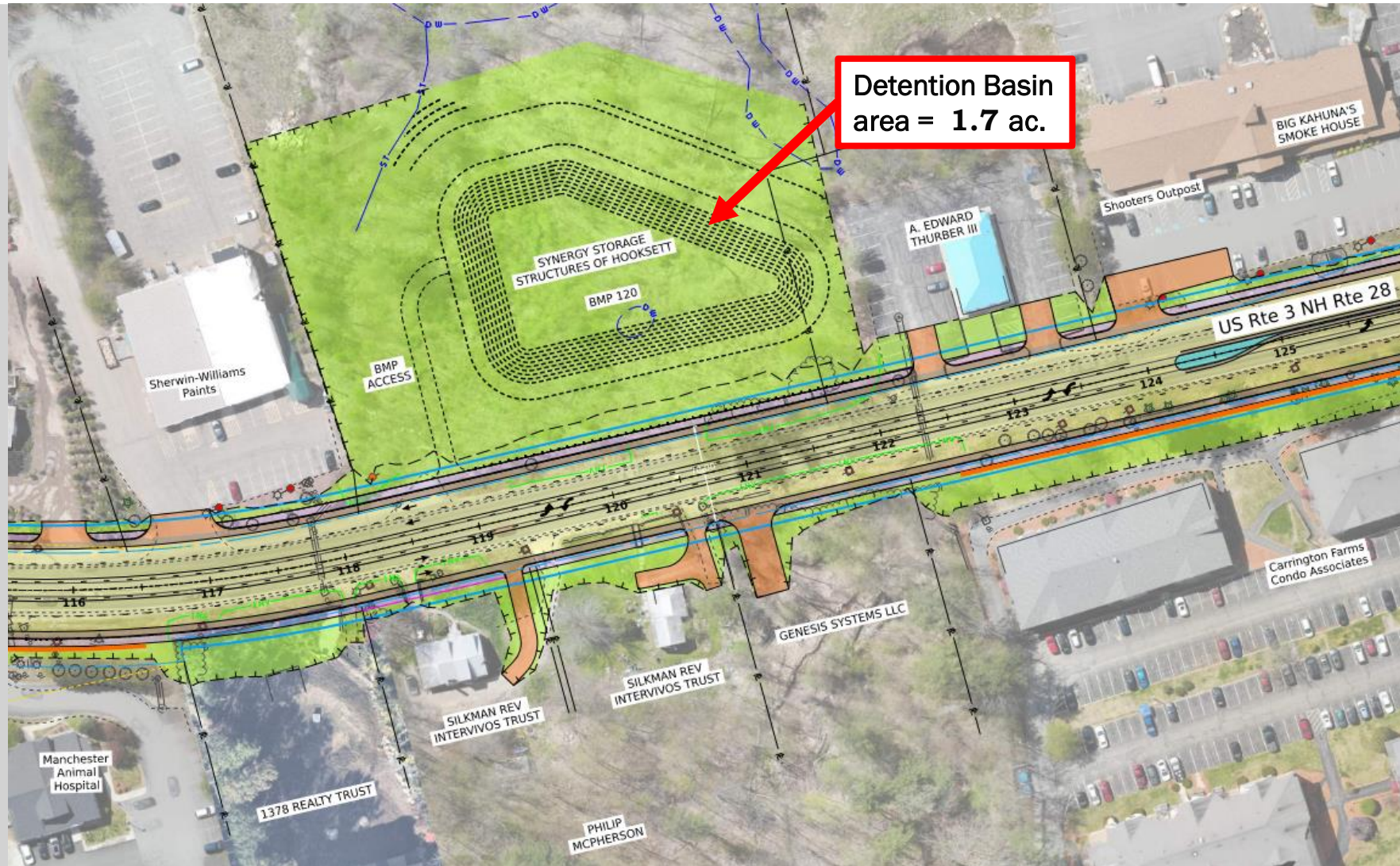
# Corridor Improvement Plans

Present most recent roll plots

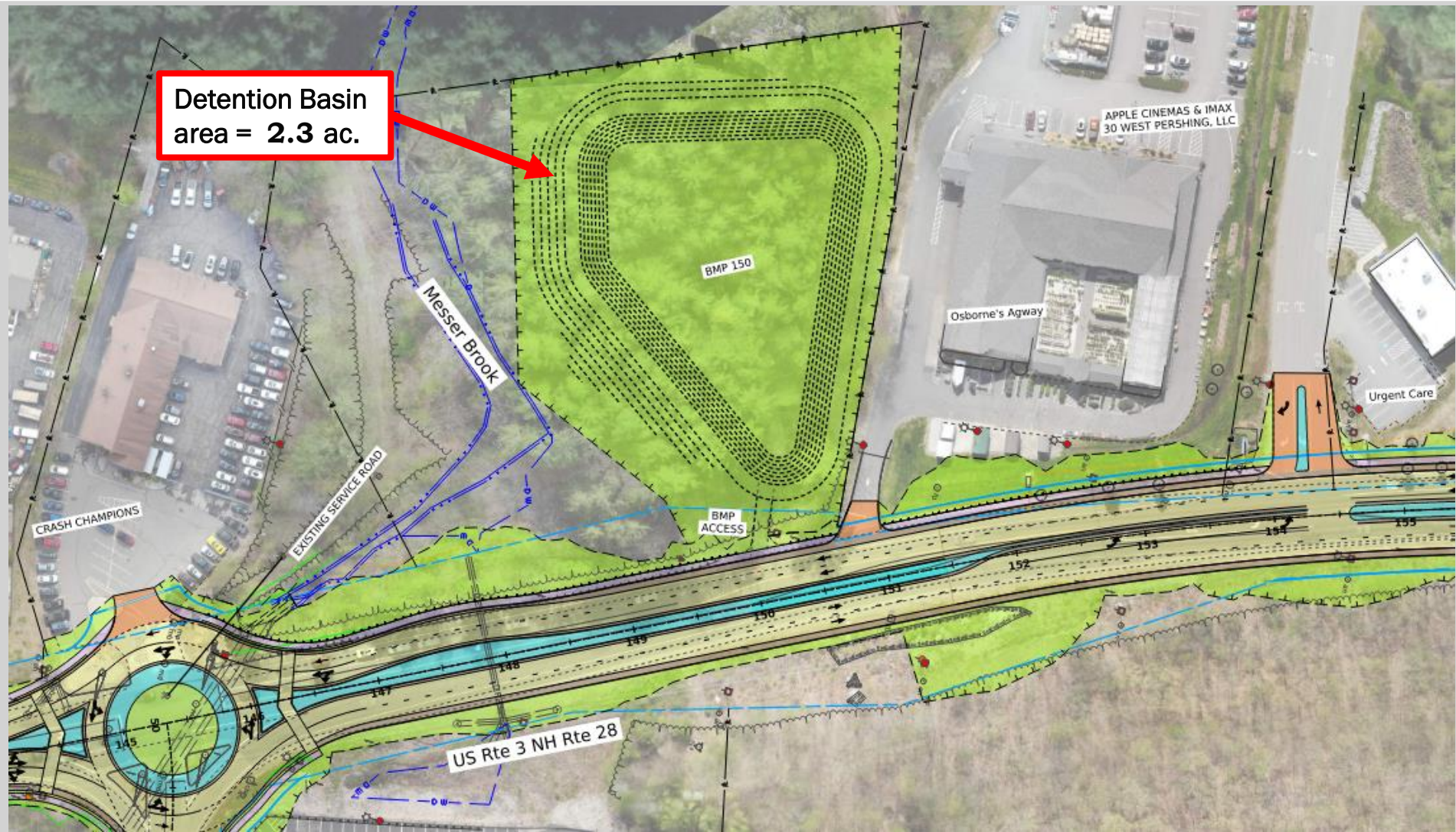
# Water Quality Measures

- The preferred alternative proposes to widen the existing roadway, increasing the overall impervious surface area of the project.
- To capture and treat the stormwater runoff, the project proposes 4 Best Management Practice (BMP) sites along the corridor.
- BMPs filter out roadway sediment and pollutants including heavy metals, road salt and petroleum products. BMPs also manage the volume and rate of discharge into nearby water bodies.

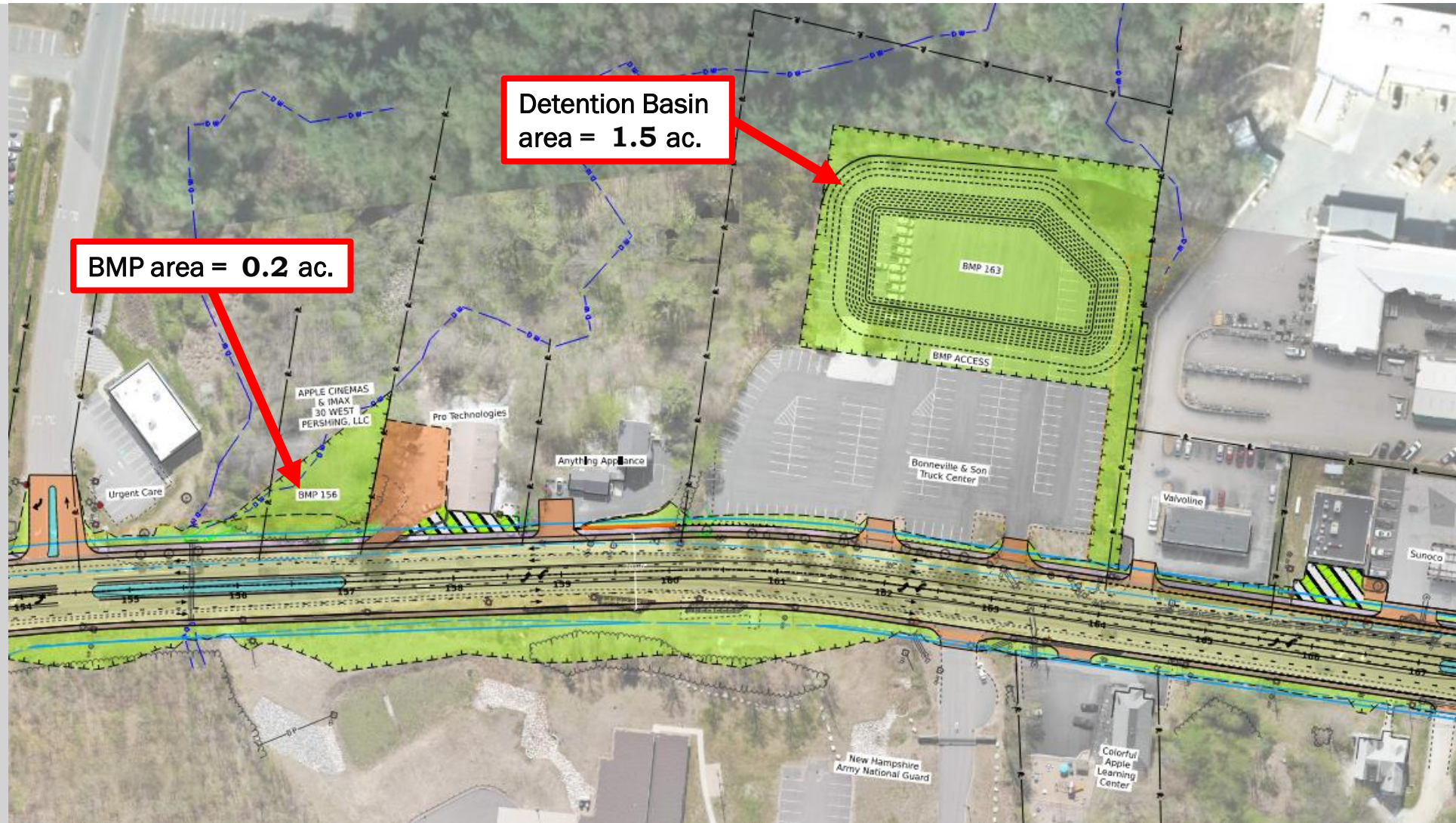
# BMP #1 – North of Sherwin Williams



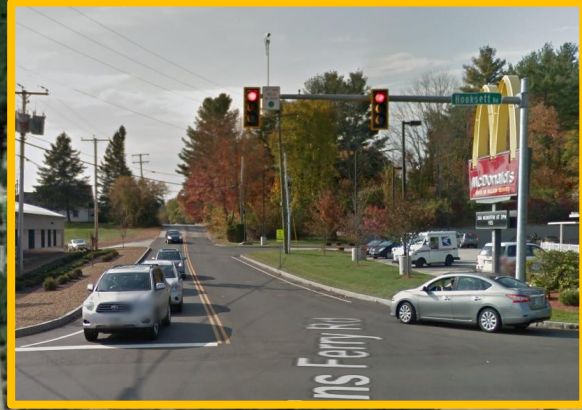
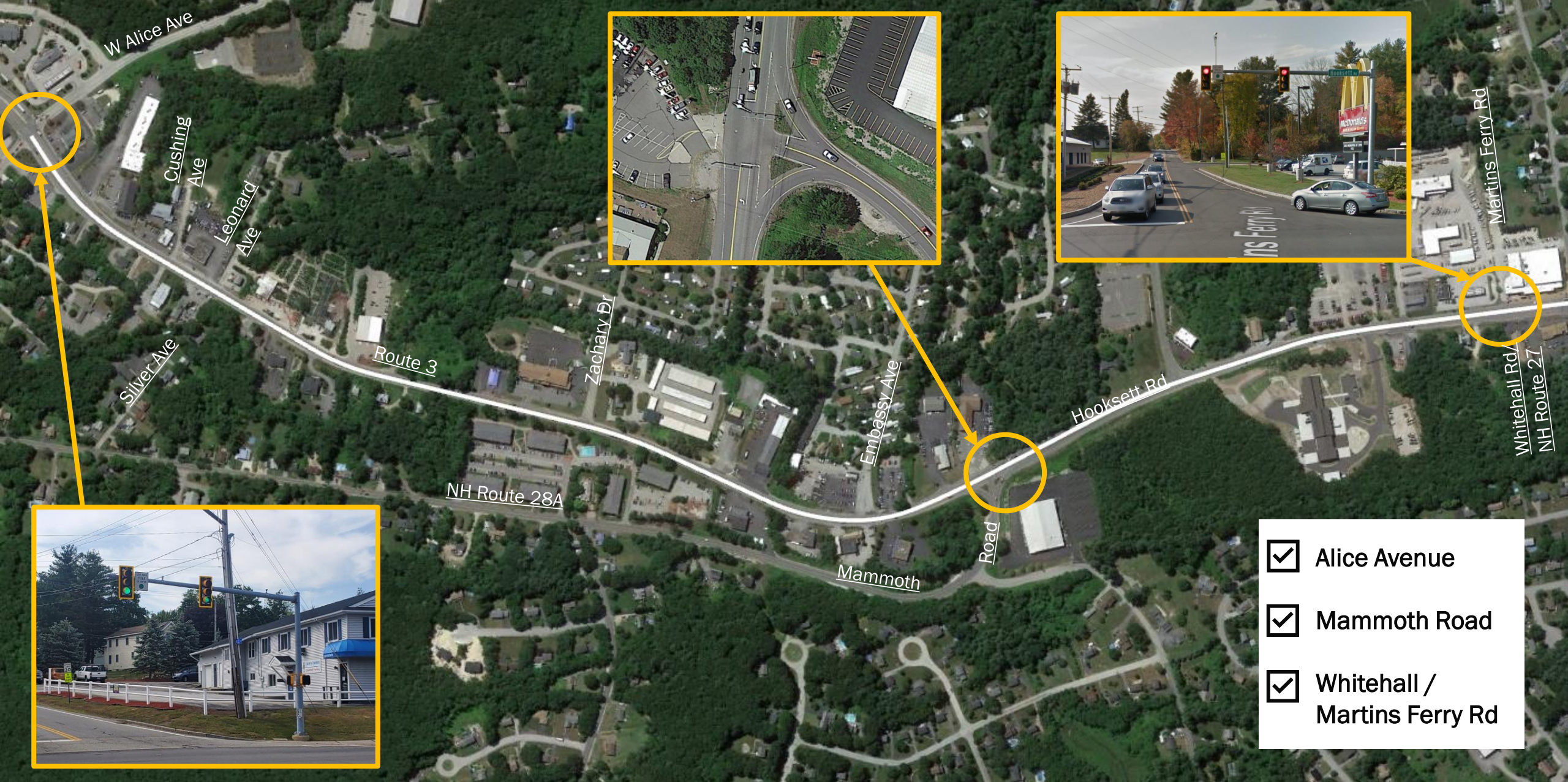
# BMP #2 – South of Agway



# BMPs #3 and #4 – North of Urgent Care and Bonneville & Son parking



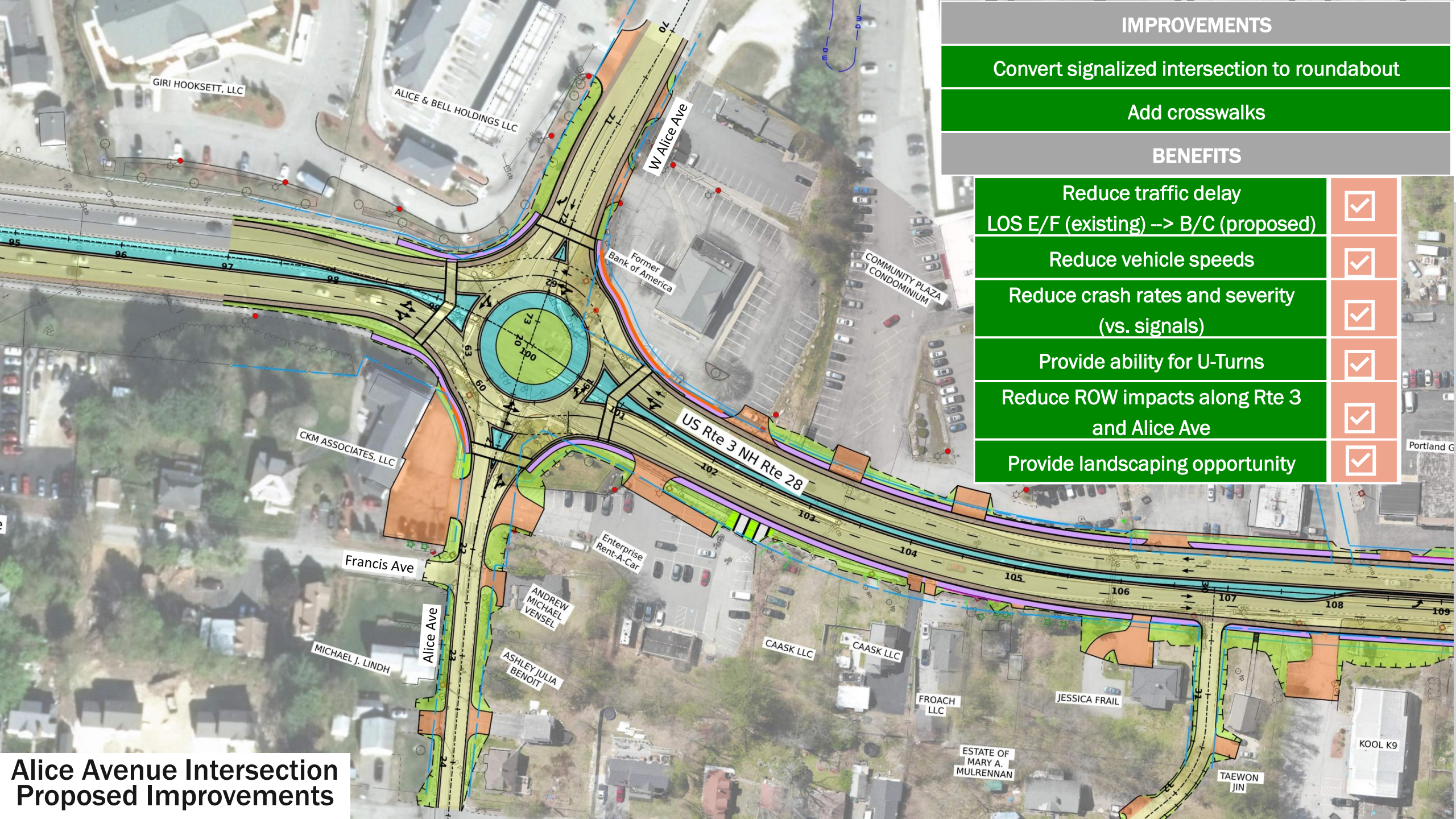
# Major Intersection Improvements



- Alice Avenue
- Mammoth Road
- Whitehall / Martins Ferry Rd

# Alice Avenue Intersection Existing Condition





## IMPROVEMENTS

Convert signalized intersection to roundabout

Add crosswalks

## BENEFITS

Reduce traffic delay  
LOS E/F (existing) → B/C (proposed)



Reduce vehicle speeds



Reduce crash rates and severity  
(vs. signals)



Provide ability for U-Turns



Reduce ROW impacts along Rte 3  
and Alice Ave



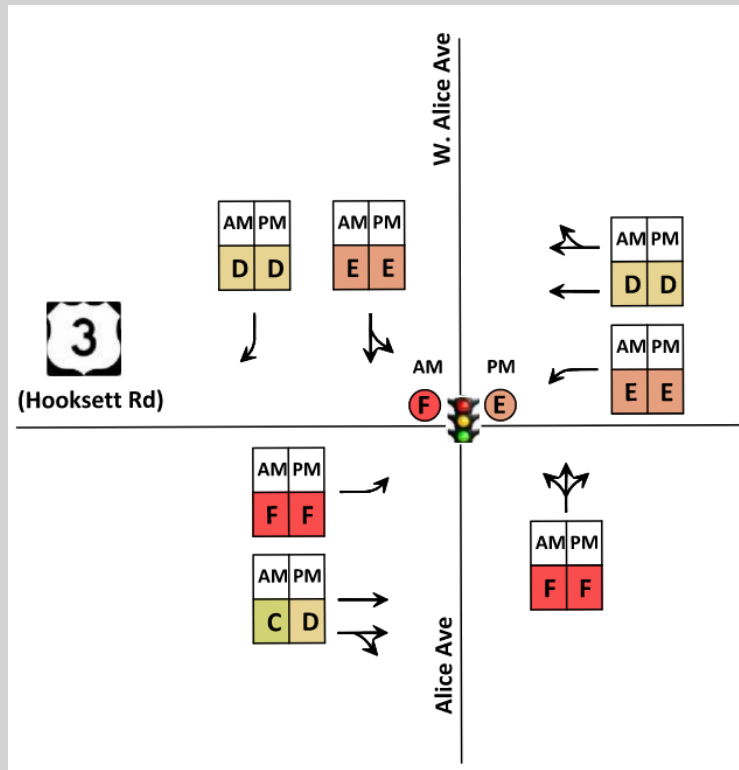
Provide landscaping opportunity



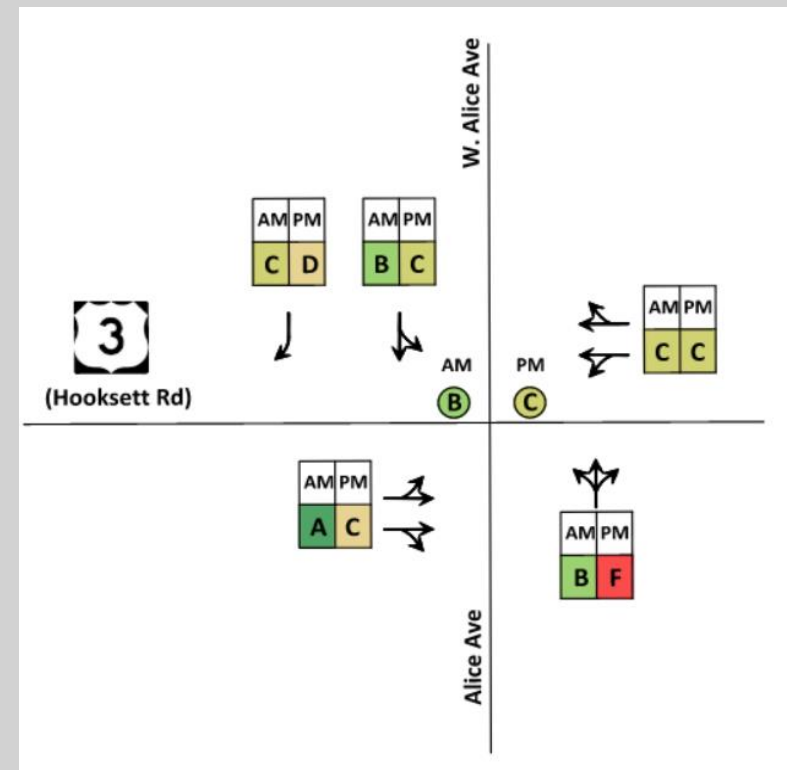
**Alice Avenue Intersection  
Proposed Improvements**



# Alice Avenue Intersection Level of Service (LOS)



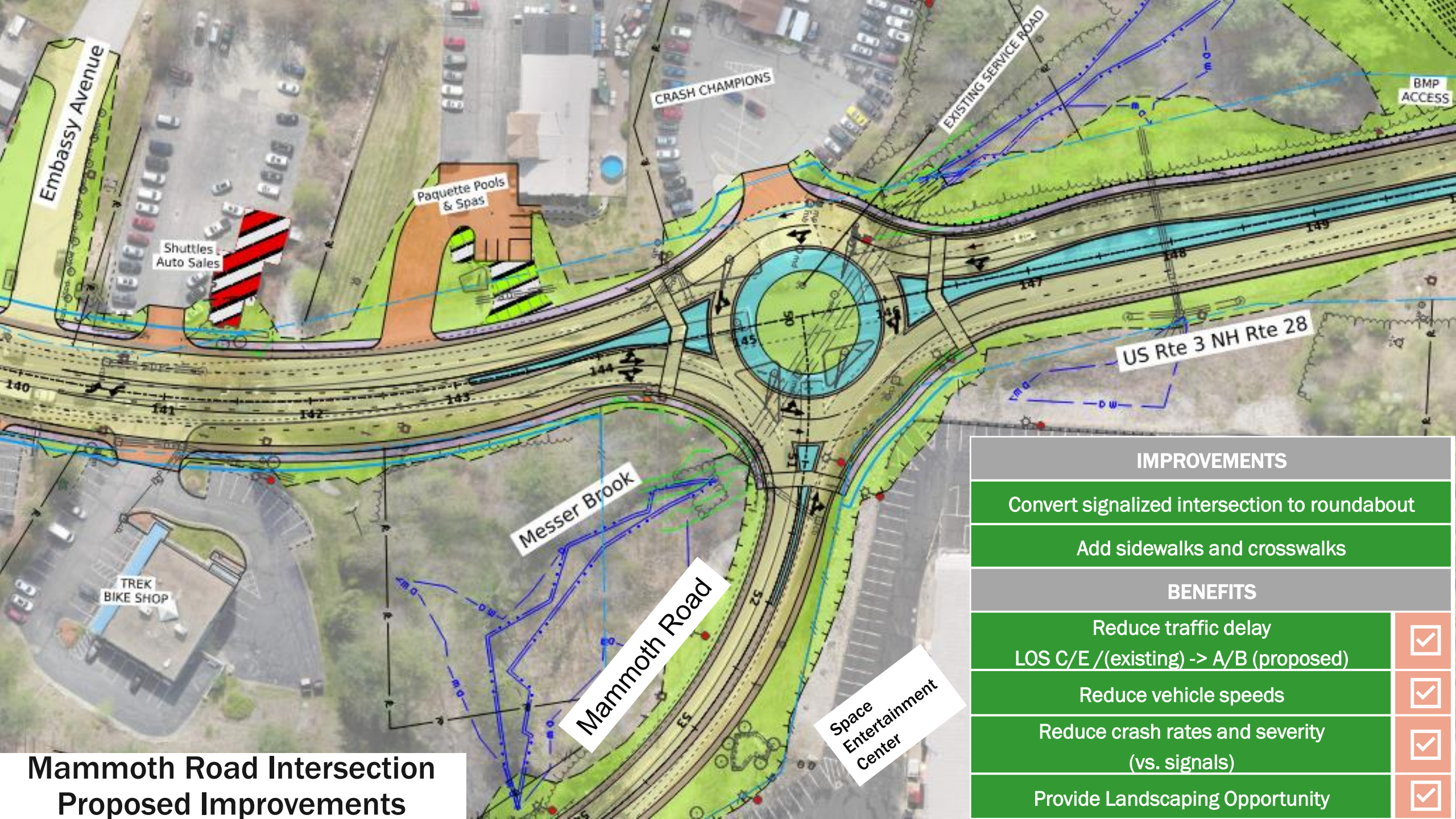
Existing LOS  
(2020 traffic volumes)



Roundabout LOS  
(2045 projected traffic volumes)

# Mammoth Road Intersection Existing Condition

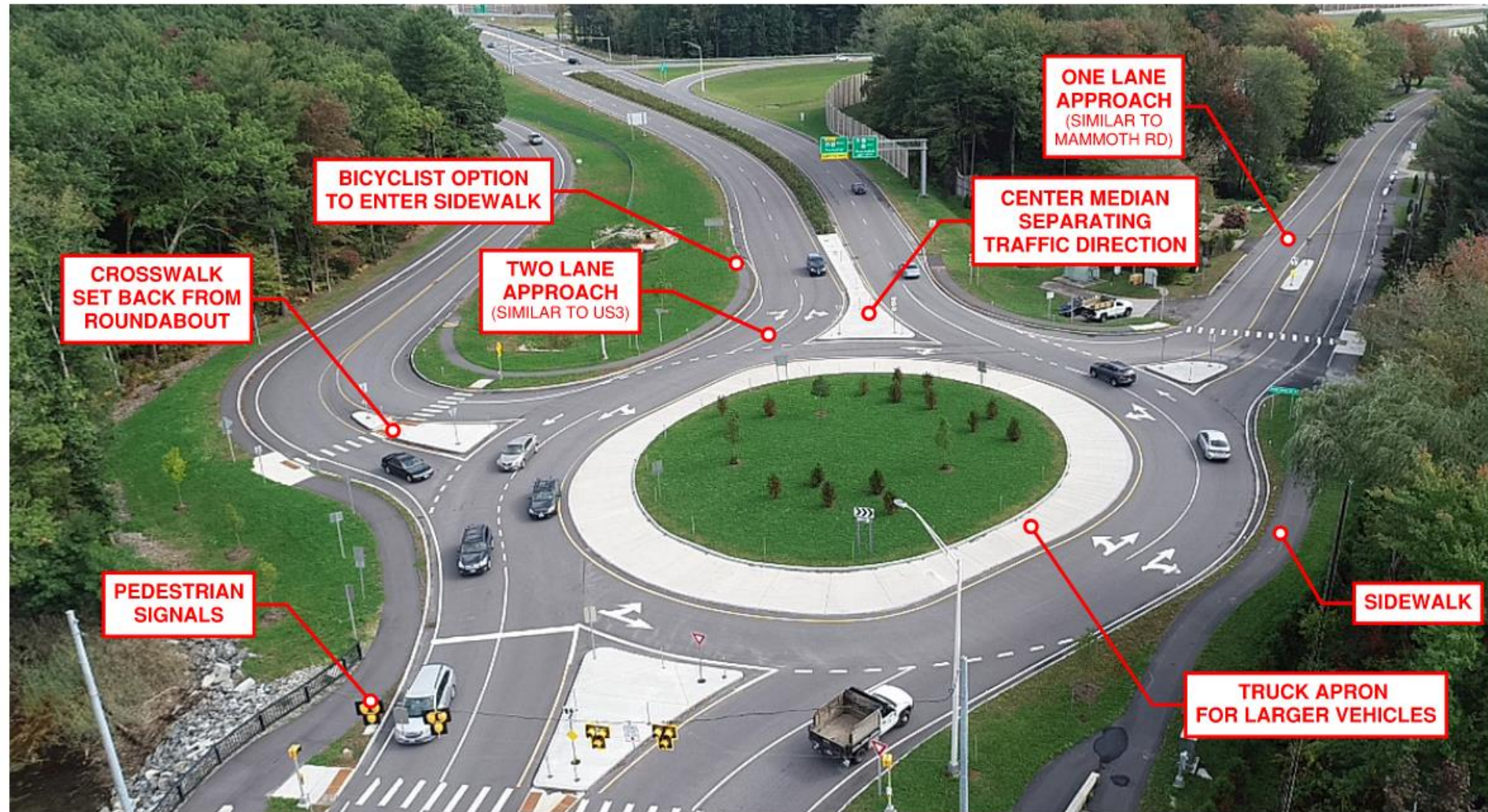




**Mammoth Road Intersection  
Proposed Improvements**

IMPROVEMENTS	
Convert signalized intersection to roundabout	
Add sidewalks and crosswalks	
BENEFITS	
Reduce traffic delay LOS C/E/(existing) -> A/B (proposed)	<input checked="" type="checkbox"/>
Reduce vehicle speeds	<input checked="" type="checkbox"/>
Reduce crash rates and severity (vs. signals)	<input checked="" type="checkbox"/>
Provide Landscaping Opportunity	<input checked="" type="checkbox"/>

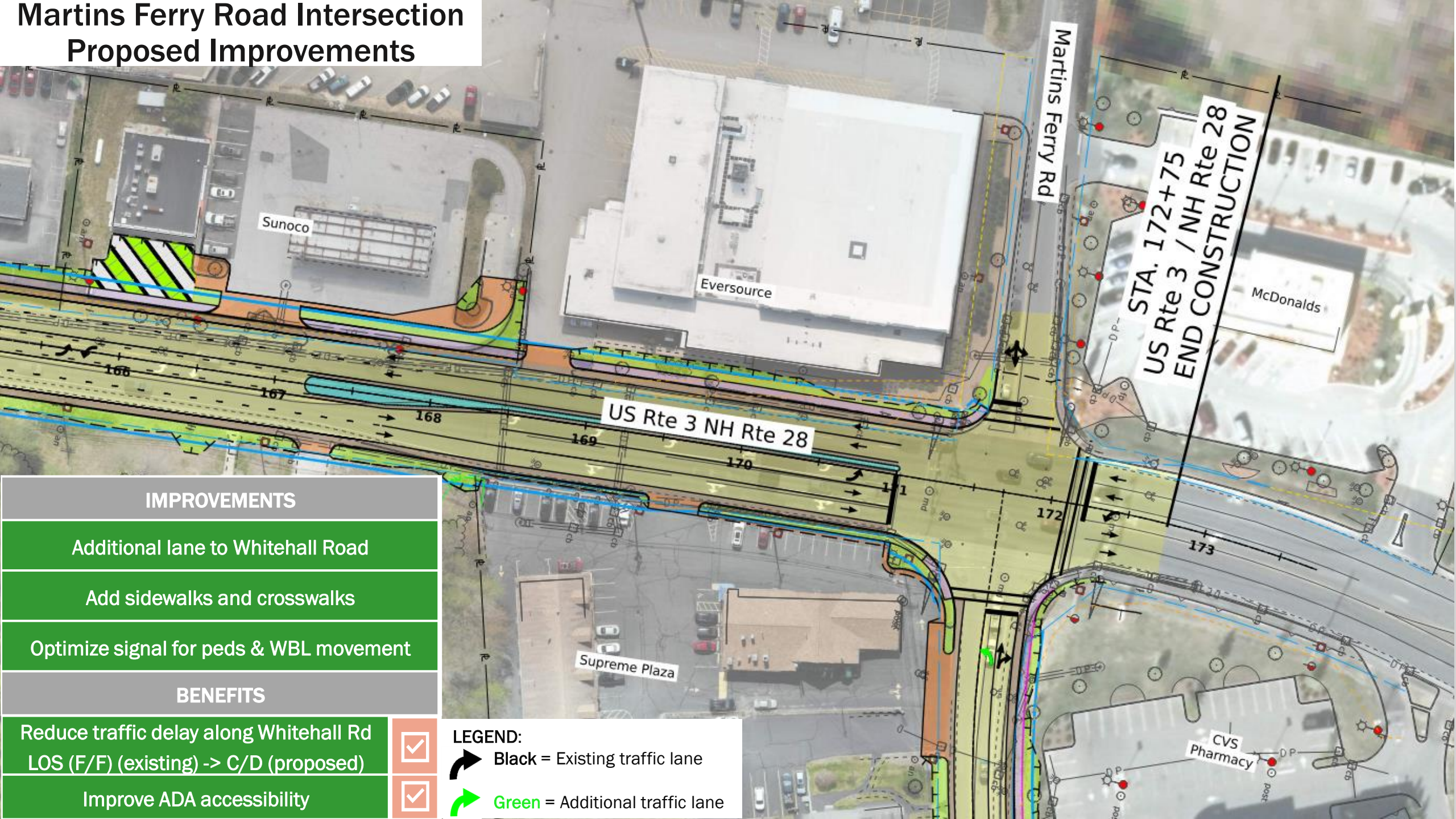
# 2-Lane Roundabout – US 4 at Boston Harbor Rd. in Dover, NH



# Martins Ferry / Whitehall Road Intersection Existing Condition



# Martins Ferry Road Intersection Proposed Improvements



## IMPROVEMENTS

Additional lane to Whitehall Road

Add sidewalks and crosswalks

Optimize signal for peds & WBL movement

## BENEFITS


Reduce traffic delay along Whitehall Rd  
LOS (F/F) (existing) -> C/D (proposed)

Improve ADA accessibility

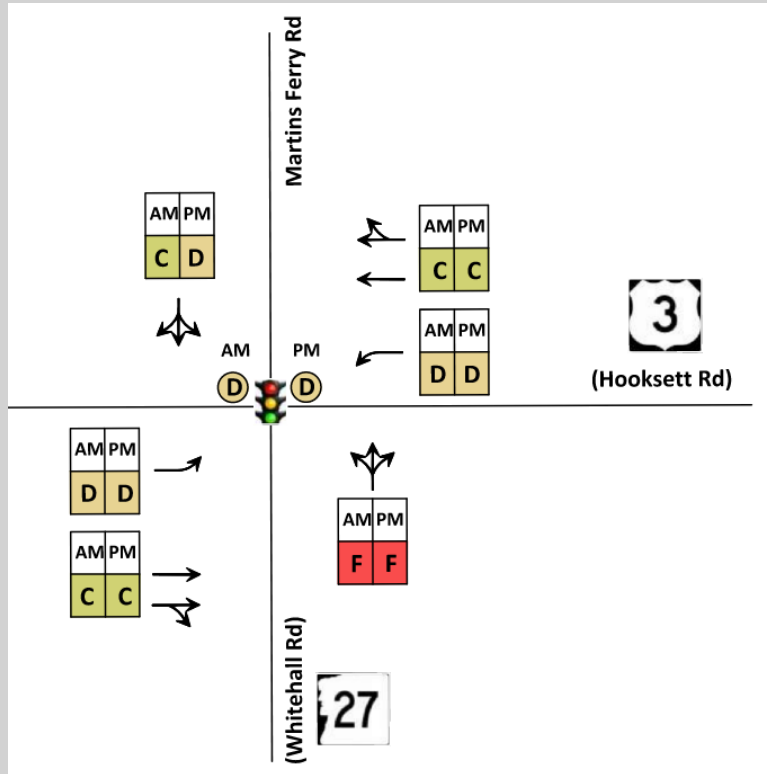


## LEGEND:

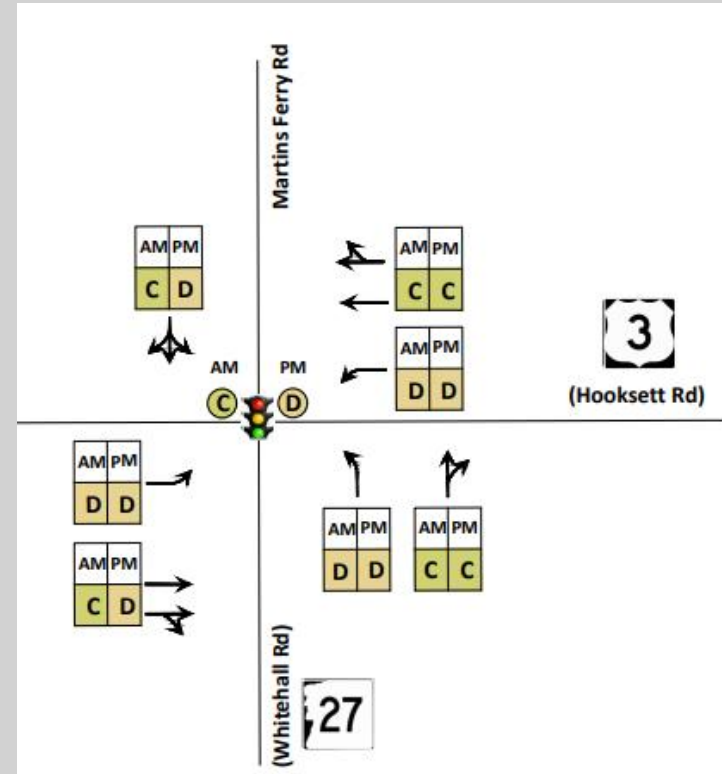
 Black = Existing traffic lane

 Green = Additional traffic lane

# Martins Ferry / Whitehall Rd Level of Service (LOS)



Existing LOS (2020)



Projected LOS (2045) – with intersection modifications

# Natural and Cultural Resources





# Natural Resources



- Potential presence of:
  - Northern long-eared bat – Threatened
  - Small whorled pogonia – Threatened
  - Bald Eagle – Eagle Act
- No critical wildlife or vegetation habitats
- Analyzing design alternatives for Messer Brook culvert at Mammoth Rd



# Cultural Resources



- Archeology field investigations are complete:
  - No significant findings
- Two historic properties impacted by the project:
  - 1105 Hooksett Rd (former schoolhouse on Brace Ave)
  - 1253 Hooksett Rd (stone house across from Sunoco)

Due to the minor nature of the impacts, it has been determined that there would be

***No Adverse Effect*** on either properties.



# Cultural Resources (cont'd)

## Information or concerns?

- Contact the project team or the NHDOT Bureau of Environment

## Want to be more formally involved?

- Request to participate in historic resource review as a consulting party under Section 106 of the National Historic Preservation Act by contacting Jamie Sikora at FHWA: [Jamie.Sikora@fhwa.dot.gov](mailto:Jamie.Sikora@fhwa.dot.gov)

## Want more info?

- Visit <https://mm.nh.gov/files/uploads/dot/remote-docs/2011-section-106-consulting-party-process-in-nh.pdf>



# Share your feedback

- Q&A during tonight's public meeting
- In-person attendees – following the presentation, the team will take questions from the room. Attendees can also complete a comment card available at the registration table.
- Virtual attendees – enter questions and comments in the Zoom Q&A box.
- Visit the project webpage:  
<https://www.dot.nh.gov/projects-plans-and-programs/project-center/hooksett-29611>



# Next Steps

Step 1

- Develop and evaluate improvement alternatives



Step 2

- Identify impacted natural and cultural resources



Step 3

- Refine design alternatives



Step 4

- Select proposed action



Step 5

- Prepare environmental document for proposed action

Step 6

- Public Hearing (Winter 2024)

# Next Steps (cont.)

Step 7

- Final design (2024-2026)

Step 8

- Environmental permitting (2025-2026)

Step 9

- Right of Way Acquisition (2025-2026)

Step 10

- Construction (2027-2029)

# Thank you!

Contact information:

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603-271-2165

