

Hampton 40797  
Ocean Boulevard (NH Route 1A)

# Project Informational Meeting #3

Tuesday, March 5, 2024

# Agenda

1. Welcome / Introductions
2. Project Recap and Feedback
3. Natural & Cultural Resources Update
4. Alternatives Update
5. Church Street Traffic Simulation
6. Emergency Management Access
7. Project Resiliency Elements
8. Project Costs
9. Next Steps



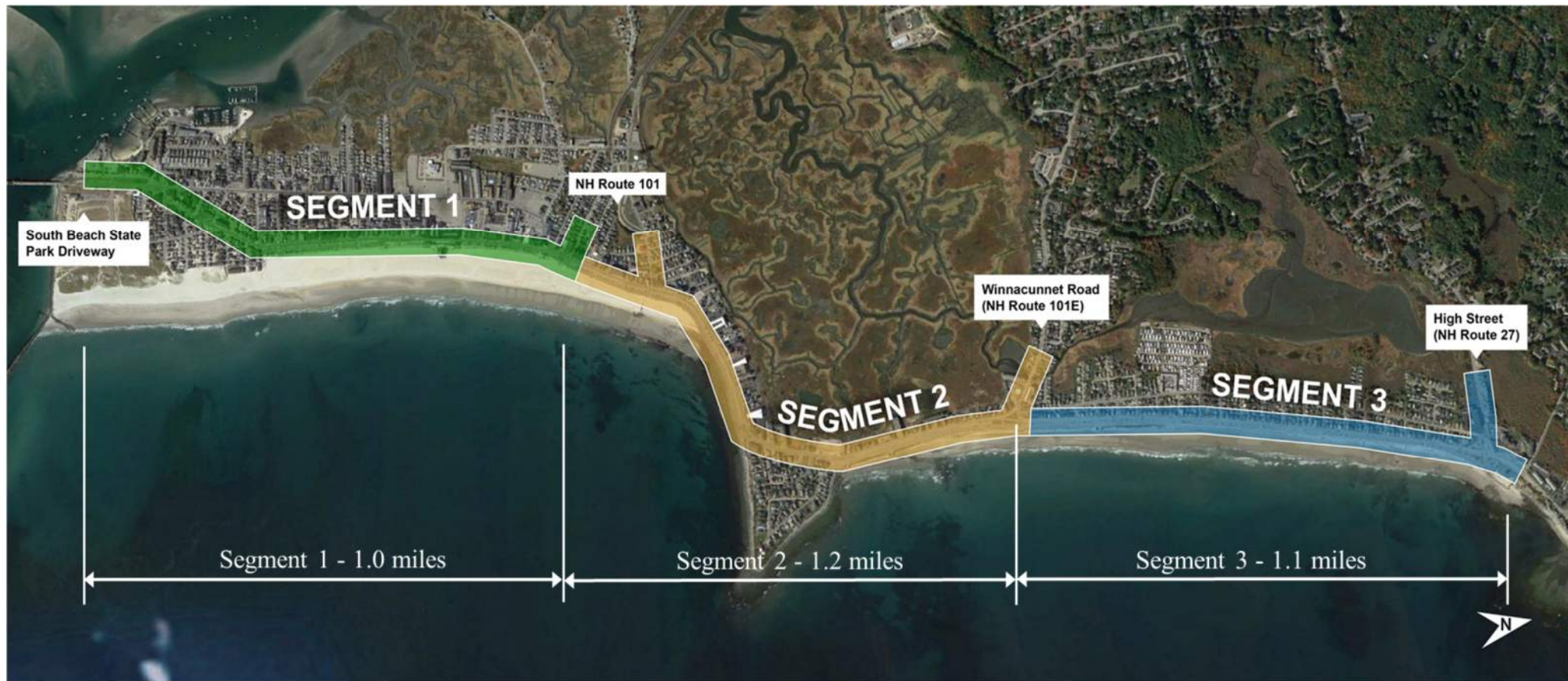
# Key Project Team Members

- Loretta Girard Doughty, PE, NHDOT, Project Manager
- Tobey Reynolds, PE, NHDOT, Technical Advisor
- Roch Larochelle, PE, HDR, Consultant Team Project Manager
- Keith Cota, PE, HDR, Technical Specialist
- Audrey Beaulac, PE, HDR, Design Lead
- Marcy Miller, AICP, FHI Studio, Community Engagement
- Stephanie Dyer-Carroll, AICP, FHI Studio, Cultural Resources

# Project Recap and Feedback



# Corridor Segments



# Project Development Process

- Review transportation update of Hampton Beach Area Master Plan (2018)
- Collect data and analyze conditions
- Solicit input from PAC / public
- Craft Purpose and Need Statement
- Develop and consider range of reasonable design alternatives
- Evaluate environmental impact and each viable alternative
- Receive public input on alternatives
- Recommend alternative that meets project Purpose and Need
- Develop preferred alternative and implementable project(s)

# Project Progress

State Pier Visit / Meeting.....	April 2023
Parks Meeting #2.....	July 2023
PAC Meeting #6.....	Aug 2023
Cultural Resource Meeting #2.....	Sept 2023
Refined Proposed Alternatives.....	Summer/Fall 2023
Coordinated with DNCR on Park Boundary and Jurisdiction.....	Summer/Fall 2023
Stormwater Analysis and Design.....	Fall 2023/Winter 2024
Emergency Access Meeting.....	Dec 2023
Historic Resources Documentation.....	Winter 2024
RAISE Grant Application.....	Winter 2024

# February 2023 Public Open House

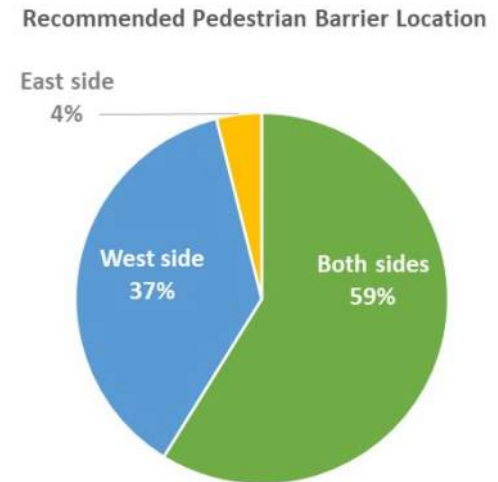
- Saturday, February 25, 2023, 1-5 PM
- 136 members of the public signed in
- Dozens of verbal comments
- 63 written comments submitted during meeting





## What We Heard

- 72% prefer roundabout at State Park driveway
- 59% prefer permanent pedestrian barrier on both sides between I St and A St
- 89% prefer wider sidewalks along business side with 45-degree parking along ocean side between F St and A St
- 61% support reverse direction U-turn at northern Ocean Blvd / Ashworth Ave split
- 67% prefer front-in angled (versus back-in angled parking) north of Dumas Ave



# Additional Feedback Since Public Open House

- Additional comments
  - Potential impacts at Church St
  - Two lanes versus one lane southbound (Church St to Boars Head)
  - Parking location (center versus seaside)
  - U-turn abilities
  - Traffic speed
- State Pier (Hampton Harbor boat ramp) discussion led to roundabout option at State Park Rd intersection
  - Maintain egress for Pier entrance
  - Accommodate vehicle / boat trailer demand
  - Maintain on-street parking for businesses along Old Ocean Blvd

# Natural & Cultural Resources Update



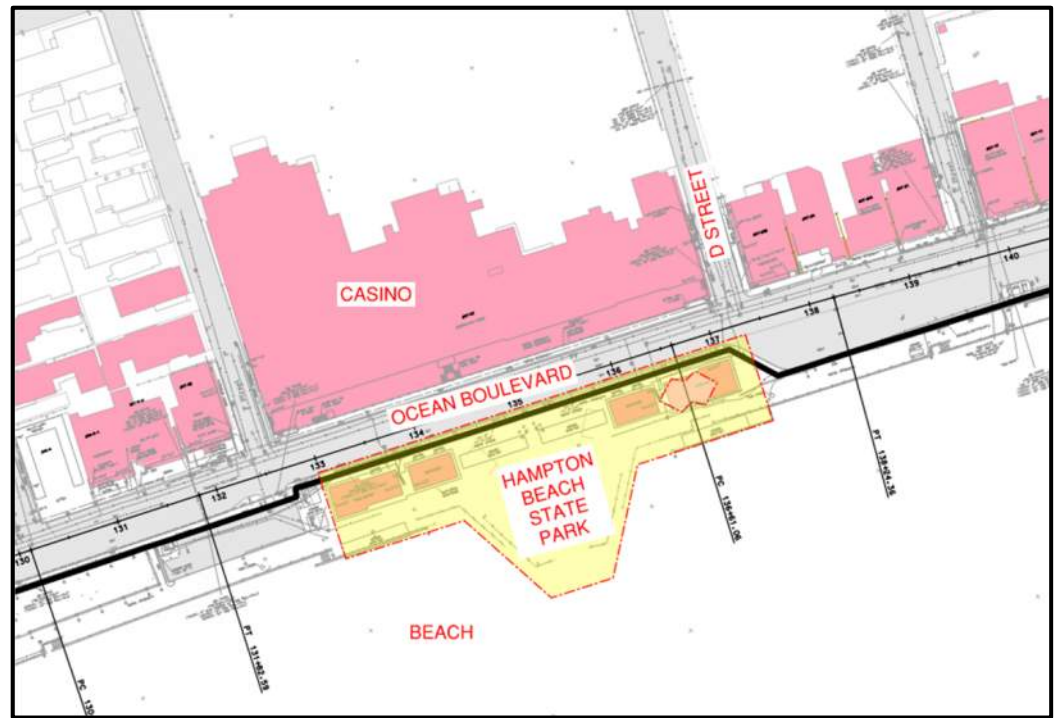
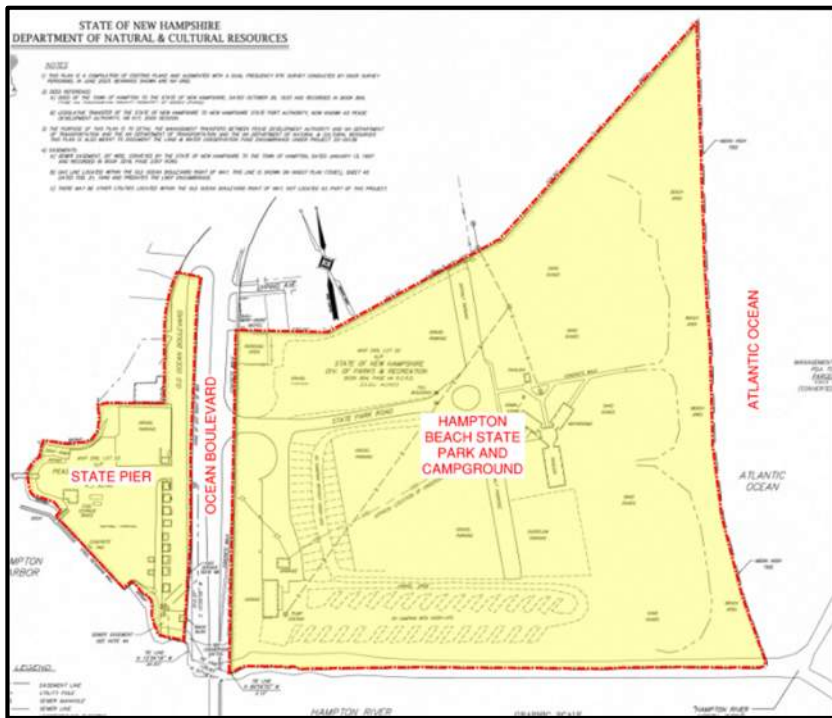
## Natural Resources/Sections 4(f) and 6(f)

- Alternatives and location of stormwater outfalls have considered impacts to natural resources
- Natural resources agency coordination ongoing
- 4(f)\* and 6(f)\*\* boundary coordination with DNCR (ongoing)
  - Established 6(f) boundaries at State Pier, Hampton Beach State Park (Campground), Hampton Beach State Park
  - Working to establish 4(f) boundary for Hampton Beach State Park and North Beach

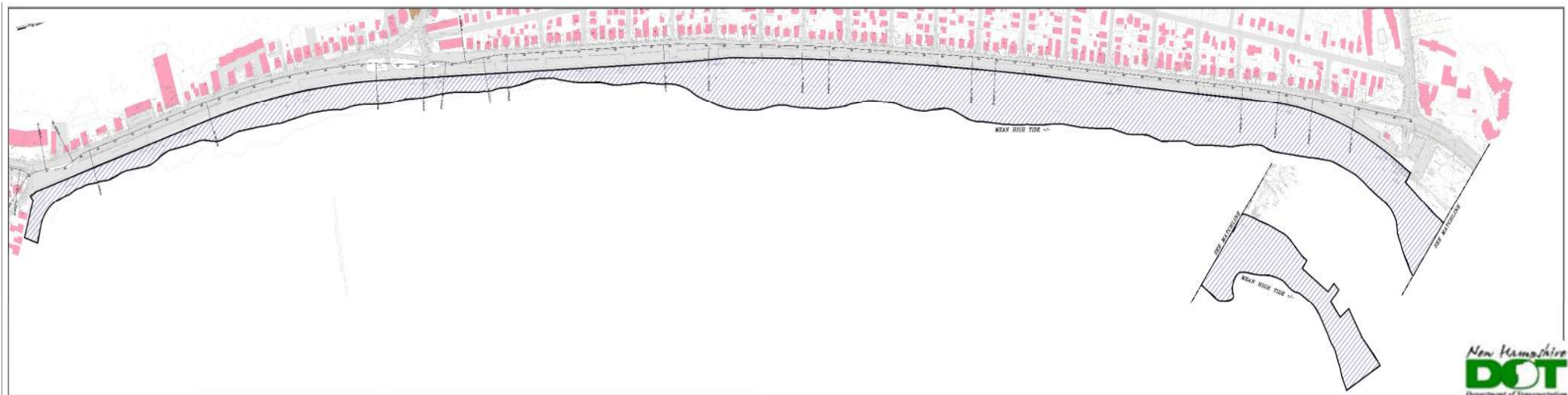
\* Section 4(f) of the U.S. Department of Transportation Act of 1966 regulates the use of park and recreation lands, wildlife and waterfowl refuges, and historic sites by federal transportation agencies.

\*\* Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 prohibits the conversion of property acquired or developed with grants from this fund to a non-recreational purpose without the approval of the National Park Service.

# Section 6(f) Properties



# Section 4(f) Boundary



# Cultural Resources

- Documented development history of Church St (Summer 2023)
- Coordination with NH State Historic Preservation Office and consulting parties identified Casino and commercial properties on Ocean Blvd for further evaluation
- Investigating eligibility of Casino and segment of Ocean Blvd for listing on the National Register of Historic Places

# Alternatives Update





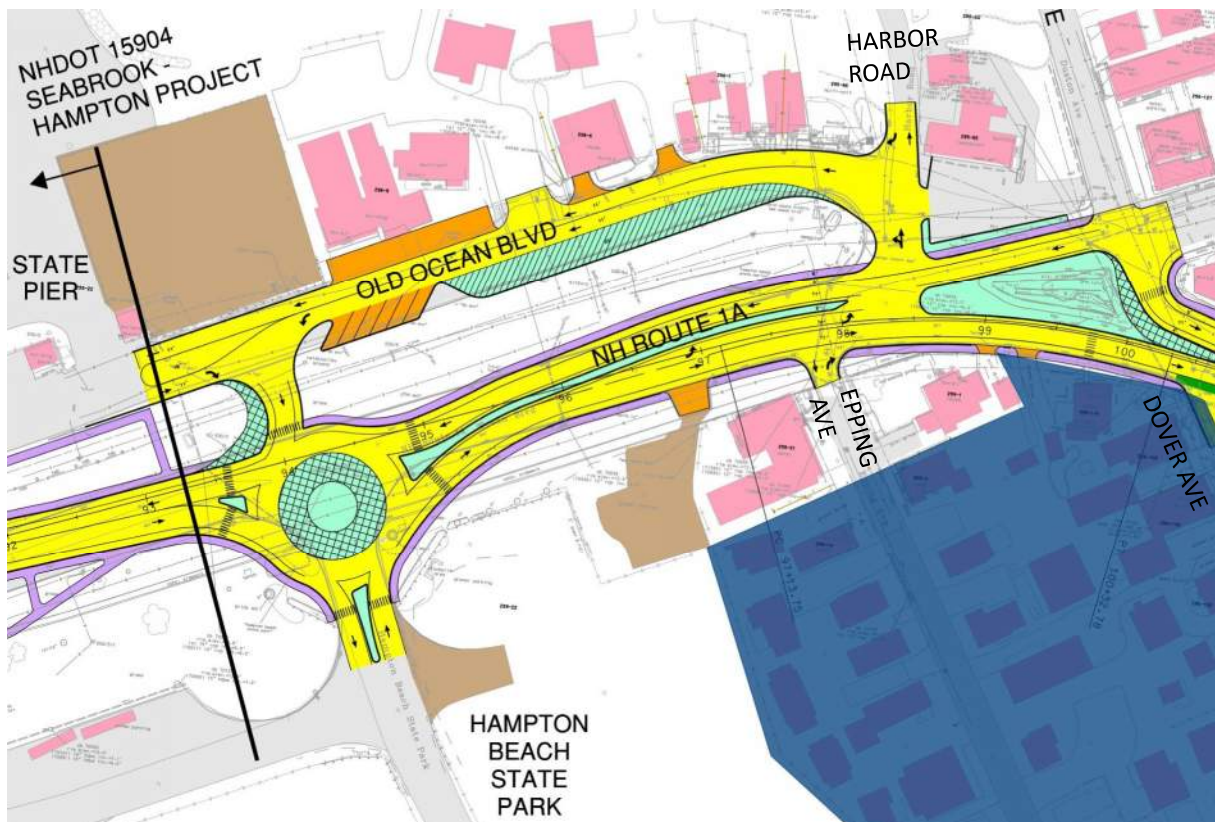
# Alternatives Update

*Tie in with Seabrook-Hampton 15904 Bridge Reconstruction Project*



# Alternatives Update

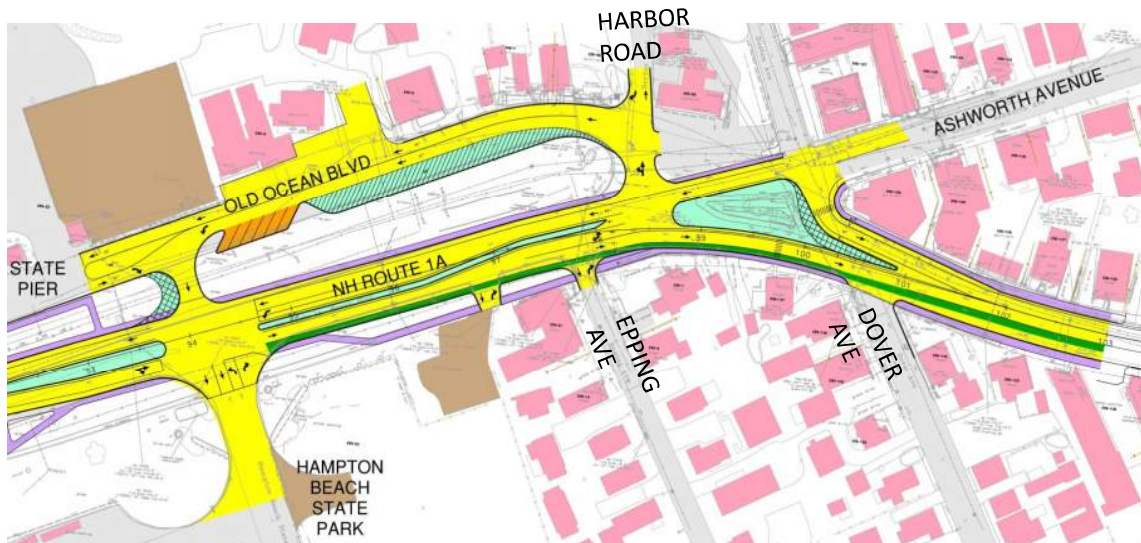
## State Park Rd (Option 1): One Lane Roundabout to Ashworth Ave



Advantages	Disadvantages
Reduced congestion at Ashworth Ave / Ocean Blvd intersection by changing Harbor Rd intersection to one way in	Additional traffic on Old Ocean Blvd
Removes left turn conflicts from Ocean Blvd SB to Epping Ave with Ocean Blvd NB to Harbor Rd by having the SB Epping Ave left turns do a U-Turn at State Park Road and a right turn to Epping Ave	Maintenance of Old Ocean Boulevard
Improved Pedestrian crossing lengths	Restricts SB left turn access into Epping Ave
Maintains access management for State Pier	Impacts to 6(f) properties
Provides overflow parking for boat trailers and maintains on-street parking for private businesses along Old Ocean Blvd.	Maintenance of Old Ocean Boulevard coordination required

# Alternatives Update

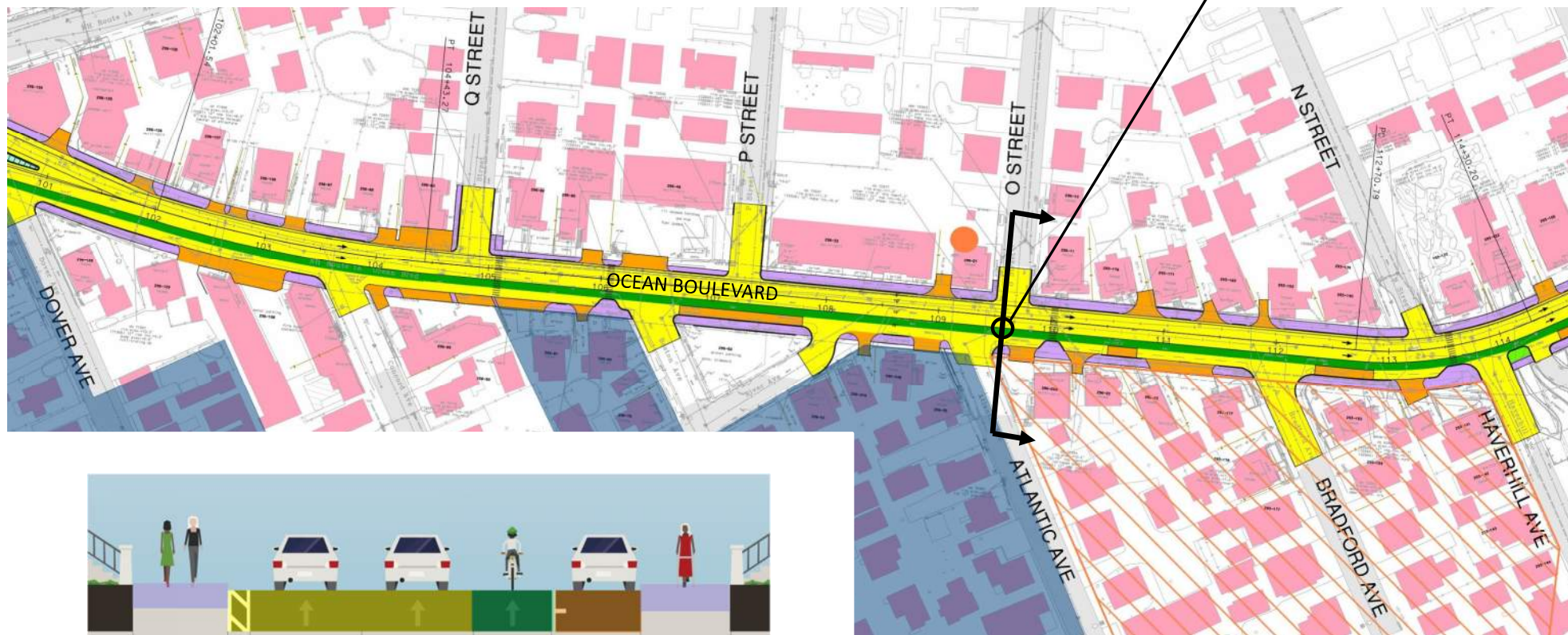
## State Park Rd (Option 2): Unsignalized Intersection to Ashworth Ave



Advantages	Disadvantages
Reduced congestion at Ashworth Ave / Ocean Blvd intersection by changing Harbor Rd intersection to one way in	Additional traffic on Old Ocean Blvd  Maintenance of Old Ocean Boulevard
Removes left turn conflicts from Ocean Blvd SB to Epping Ave with Ocean Blvd NB to Harbor Rd by having the SB Epping Ave left turns do a U-Turn at State Park Road and a right turn to Epping Ave	Restricts SB left turn access into Epping Ave
Provides improved access management for State Pier	No direct pedestrian crossing at State Park Road
Provides overflow parking for boat trailers and maintains on-street parking for private businesses along Old Ocean Blvd.	Impacts to 6(f) properties

# Alternatives Update

Ashworth Ave to Haverhill Ave



SEE VISUALIZATION





***Ocean Blvd at O St***

# Alternatives Update

## Haverhill Ave to I St

SEE VISUALIZATION

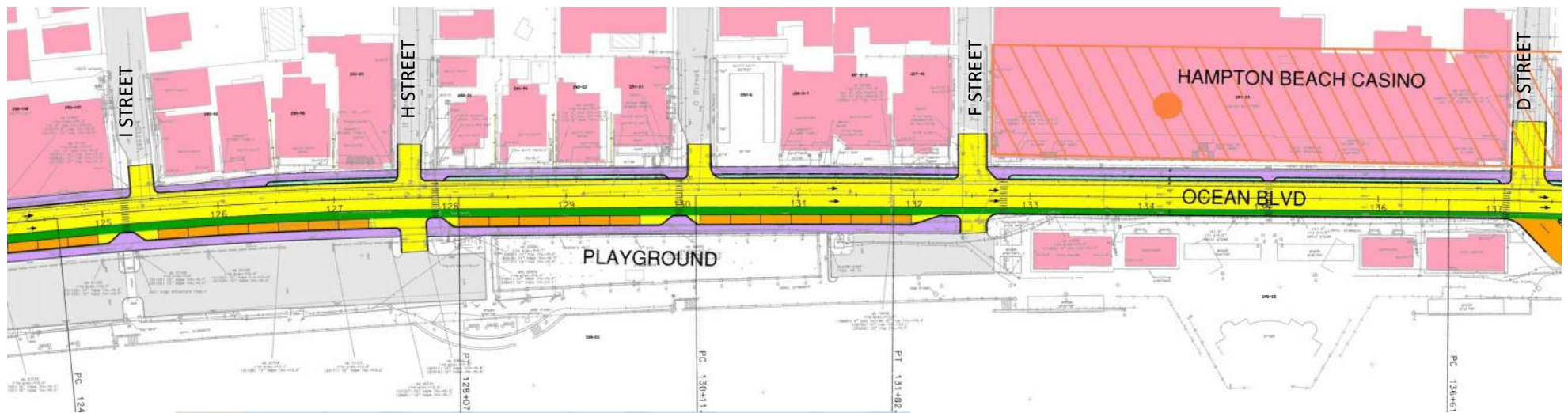




***Ocean Blvd at M St***

# Alternatives Update

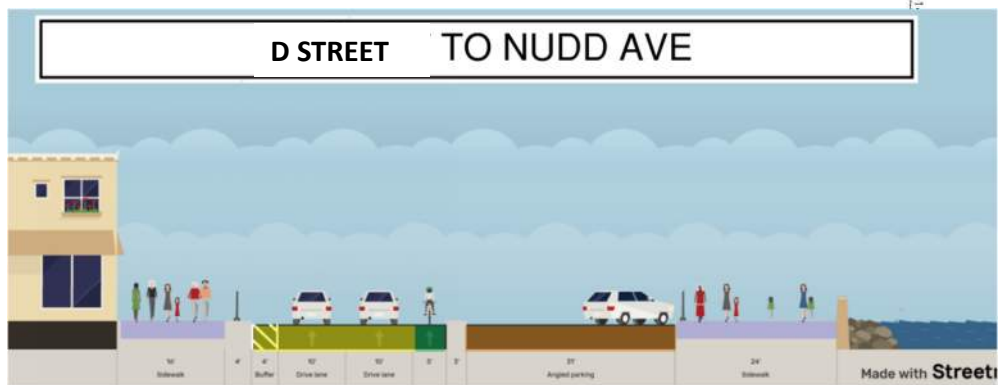
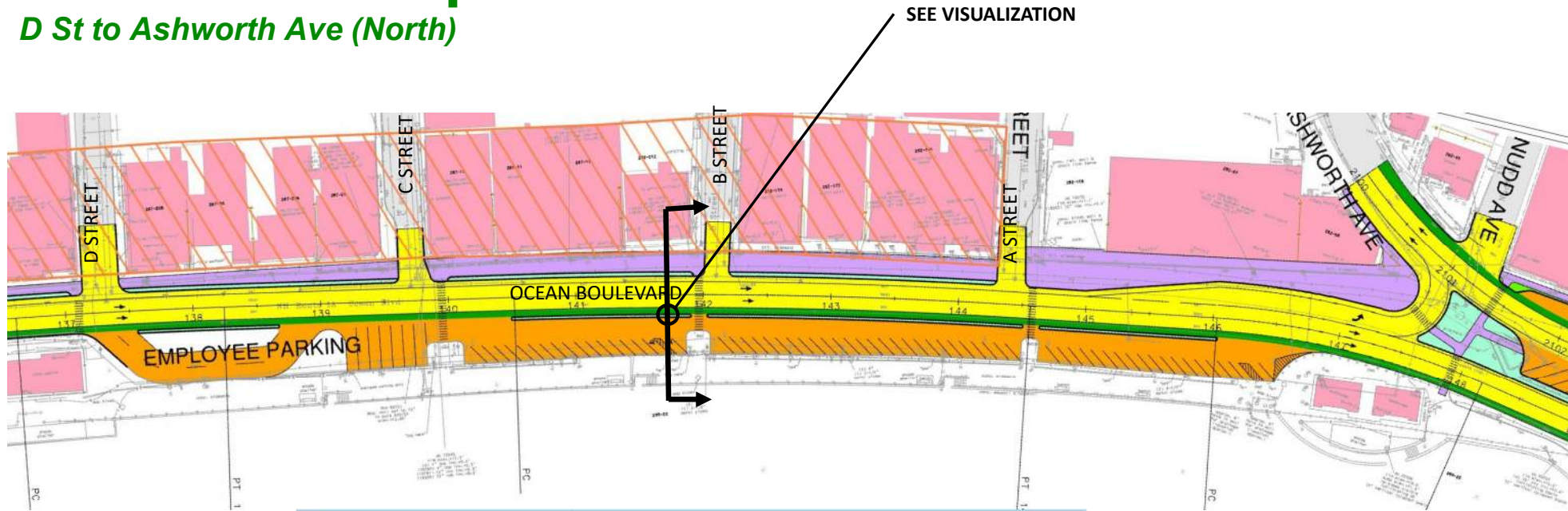
I St to D St





# Alternatives Update

## D St to Ashworth Ave (North)



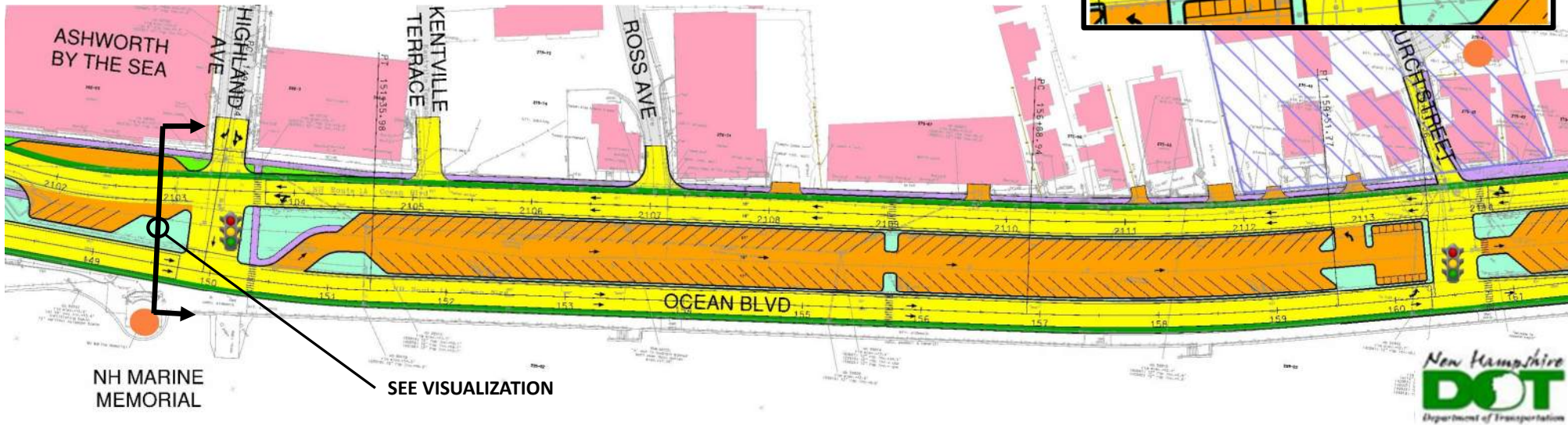
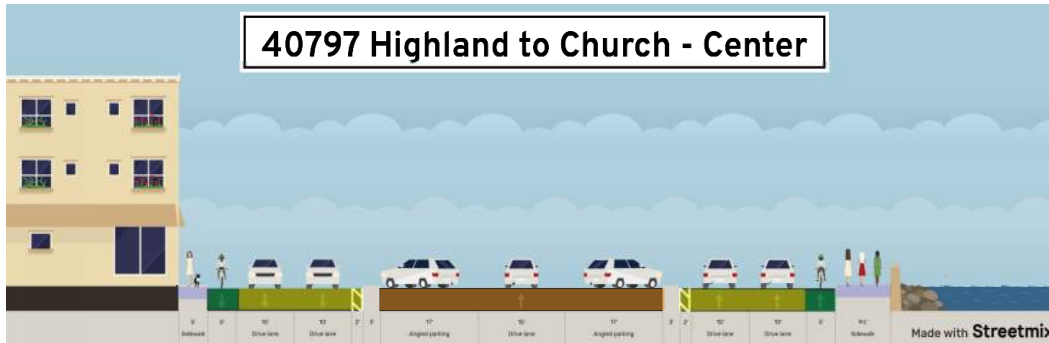


**Ocean Blvd at B St**

# Alternatives Update

Ashworth Ave (North) to Church St

40797 Highland to Church - Center

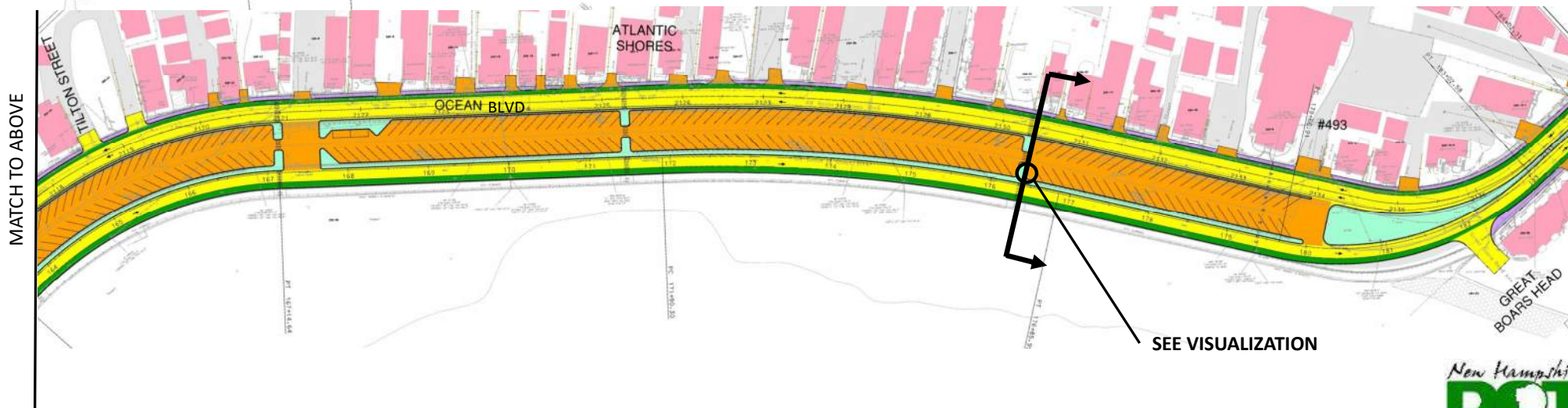
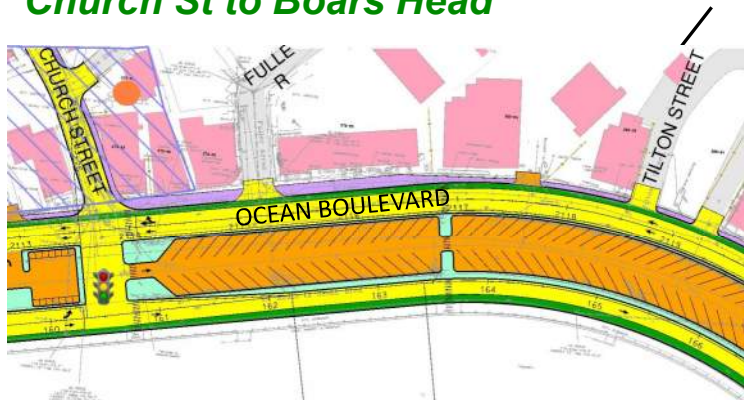




*Ocean Blvd at Highland Ave*

# Alternatives Update

## Church St to Boars Head





***Ocean Blvd south of Boars Head***

# Alternatives Update

## Boars Head to Dumas Ave



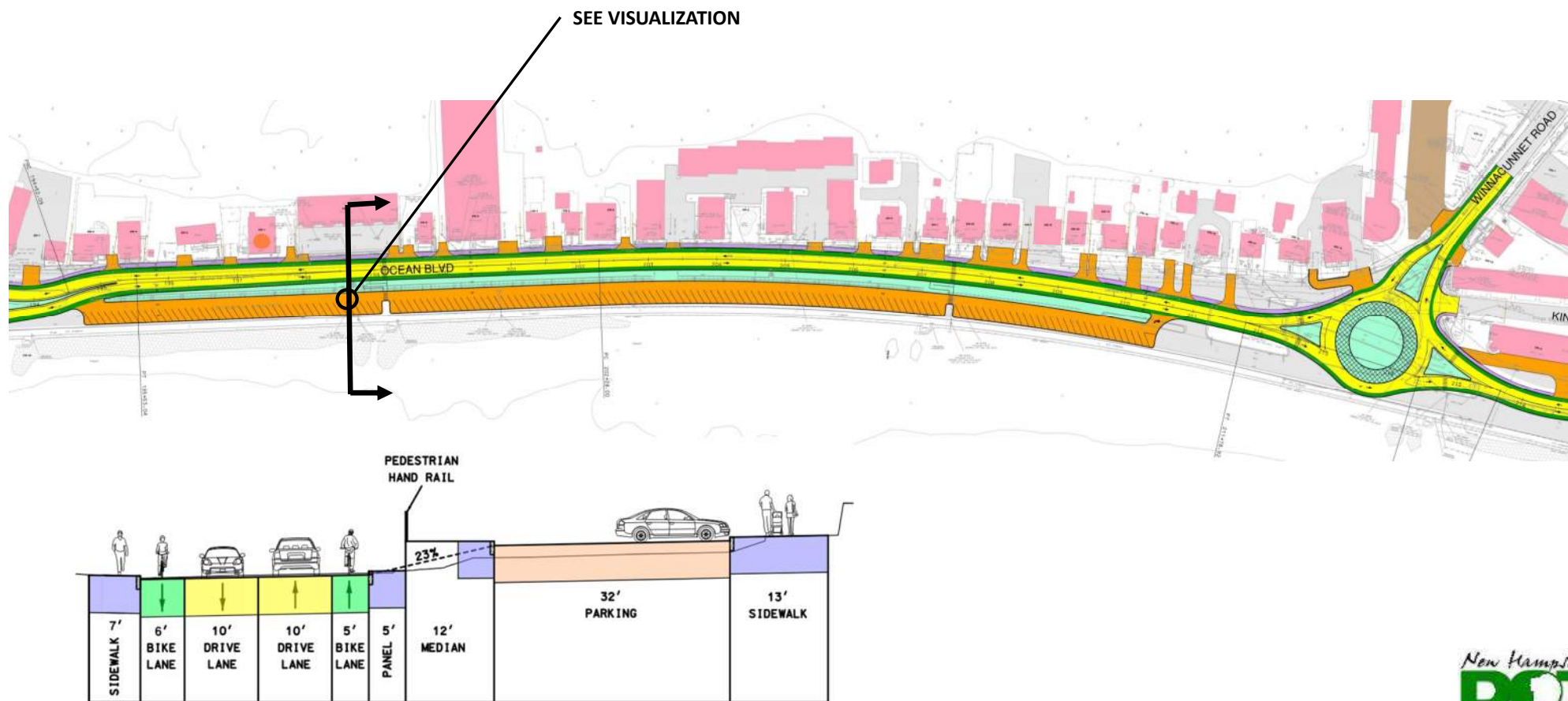


***Ocean Blvd at Boars Head***



# Alternatives Update

Dumas Ave to Winnacunnet Rd

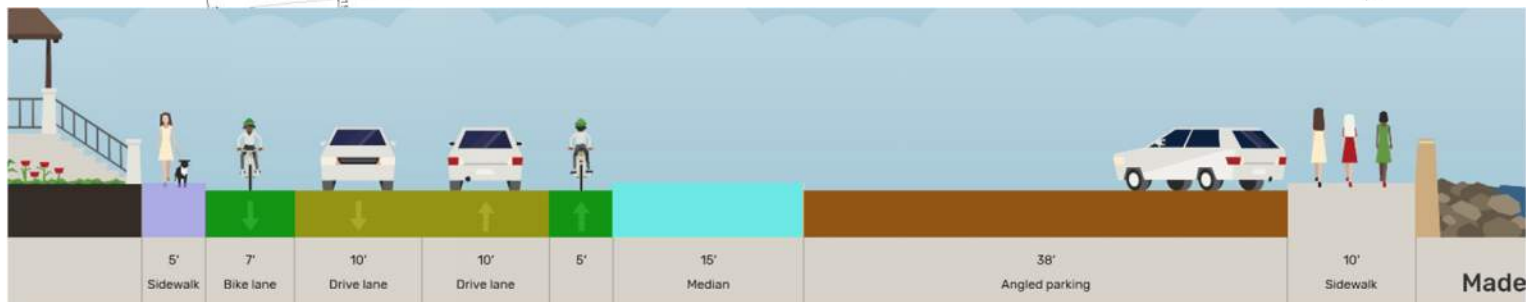




***Ocean Blvd north of Dumas Ave***

# Alternatives Update

Winnacunnet Rd to 5<sup>th</sup> St



# Alternatives Update

5<sup>th</sup> St to High St



MATCH TO BELOW



MATCH TO ABOVE

# Alternatives Update

## Parking Summary

Parking Summary (Ocean Blvd Only)		
Location	Existing	Proposed
Dover Ave to Haverhill Ave	Undefined/Informal	Undefined/Informal
Haverhill Ave to I St	39	33
I St to D St	22	20
D St to Nudd St	66	60
Nudd St to Church St	136	129
Church St to Boars Head	273	259
Boars Head to Dumas Ave	0	0
Dumas Ave to Winnacunnet Rd	136	151
Winnacunnet to 5 <sup>th</sup> St	124	124
5 <sup>th</sup> St to High St	310	310
<b>SUBTOTAL</b>	<b>1,106</b>	<b>1,086</b>
<b>DIFFERENCE FROM EXISTING</b>		<b>-20</b>

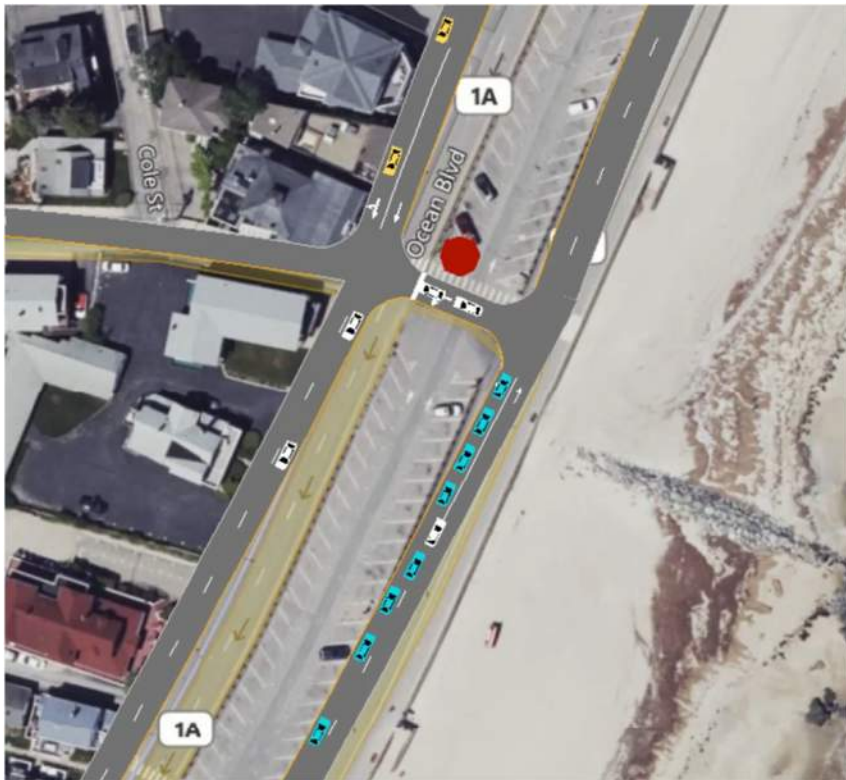
Note: Values do not reflect handicap parking or motorcycle spaces

# Church Street Traffic Simulation

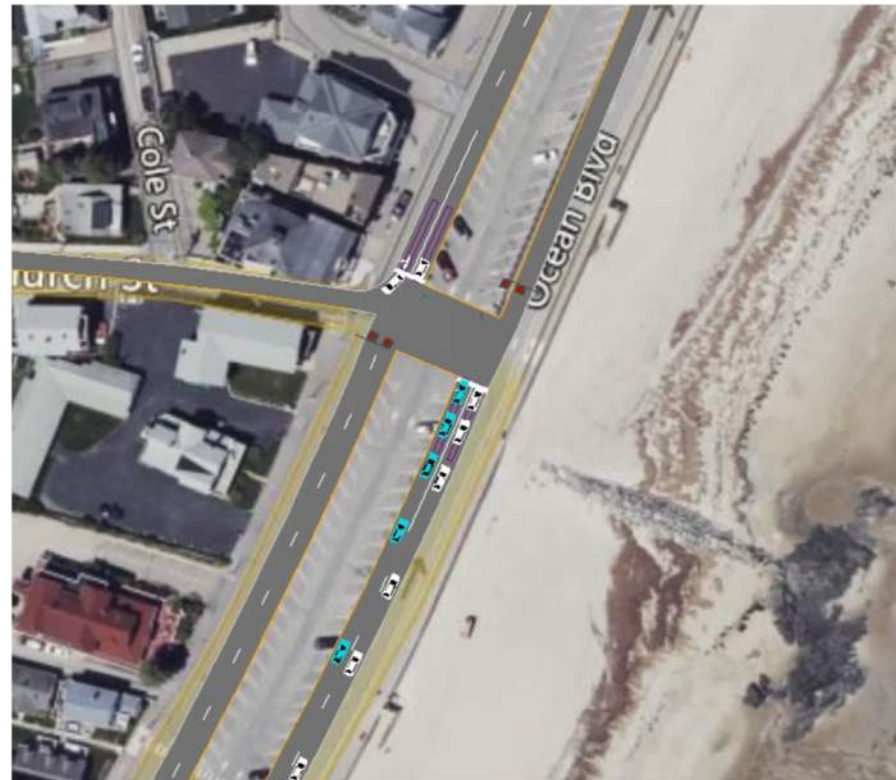


# Church St Intersection Simulation

Existing



Proposed Improvement (Traffic Signal)

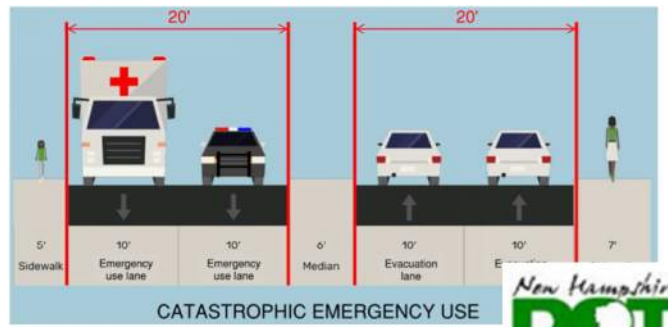
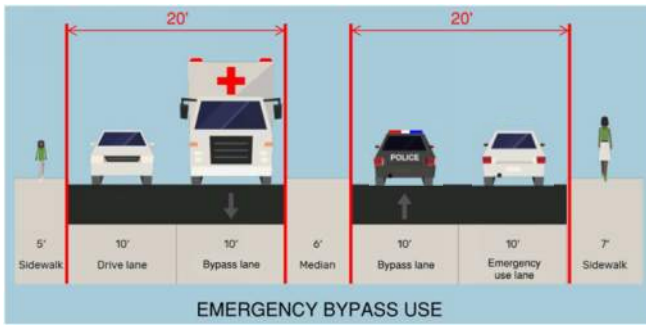
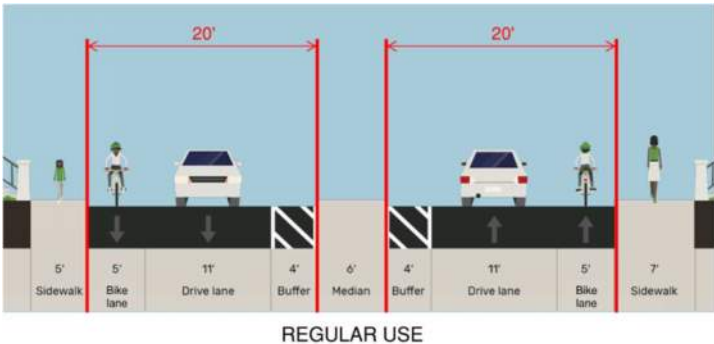
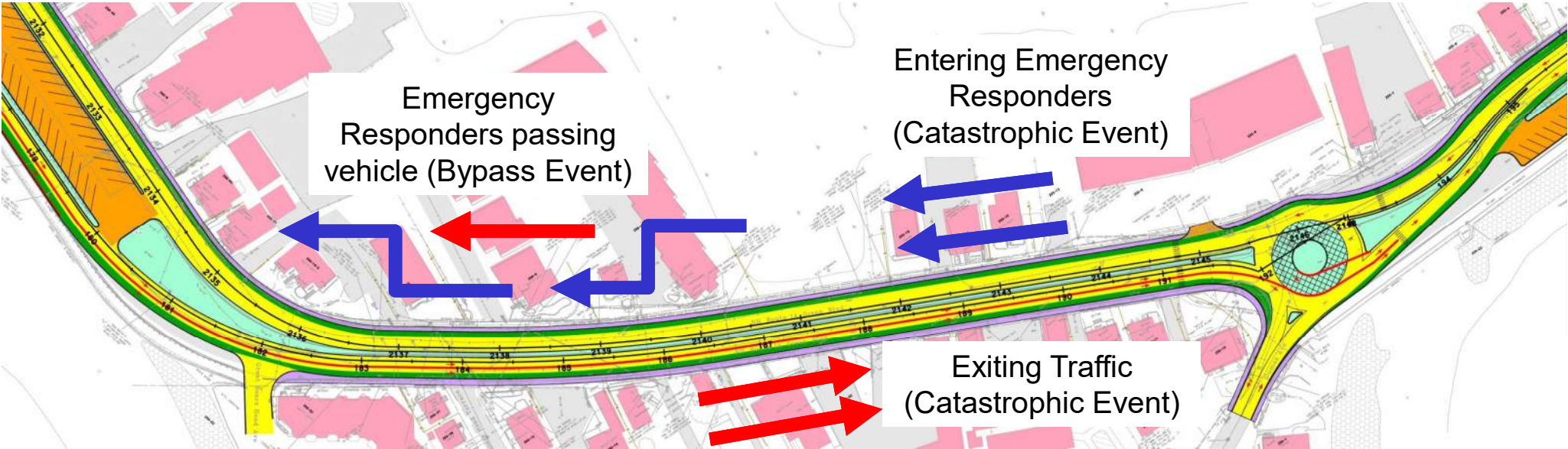


# Emergency Management Access

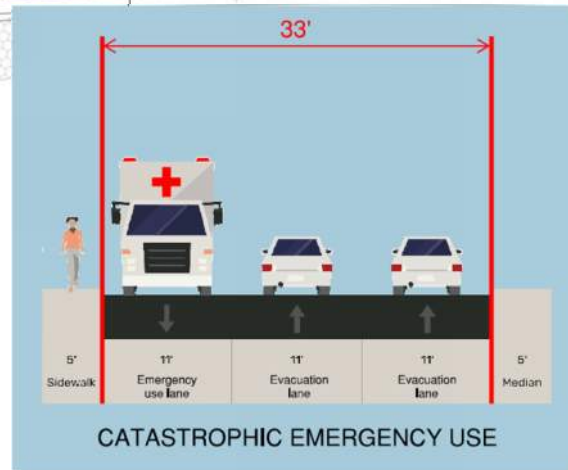
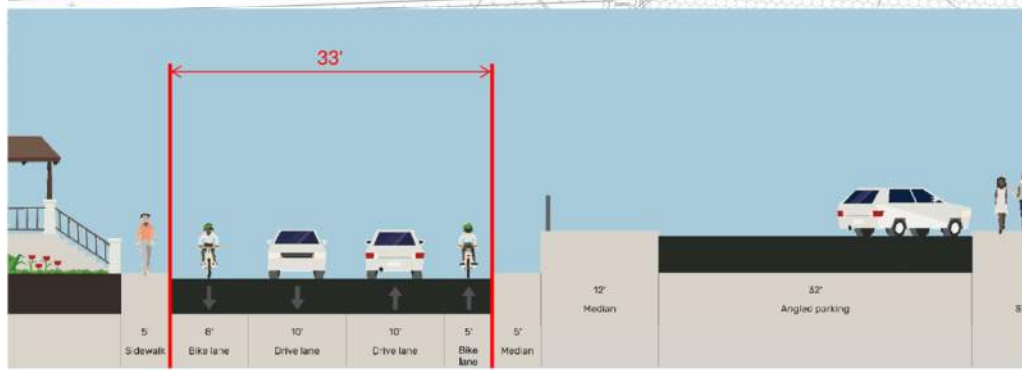
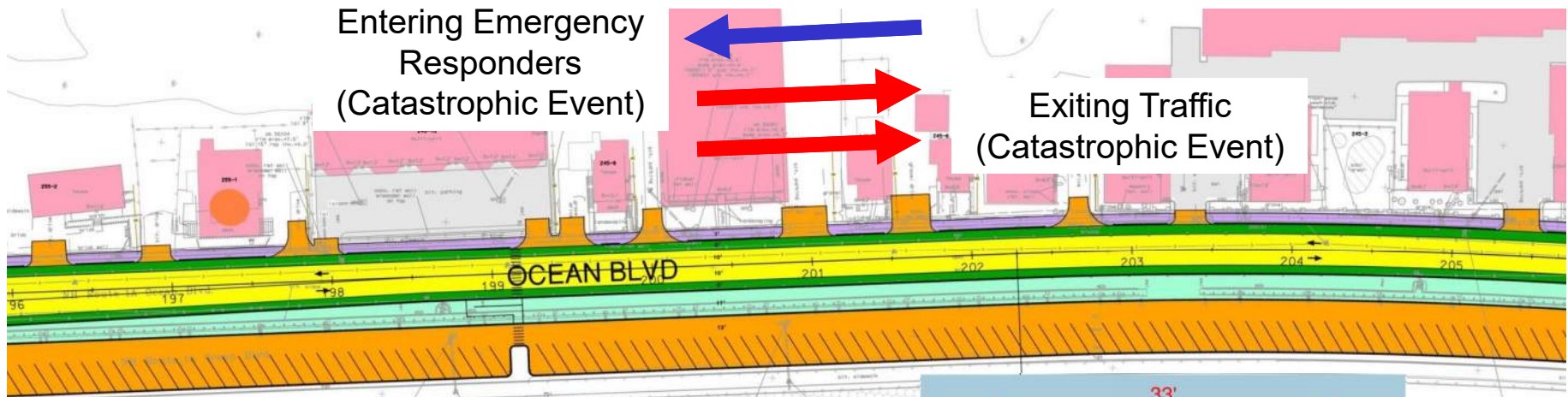




# Boar's Head



# Dumas Ave to Winnacunnet Road



# Project Resiliency Elements



# Recent Flooding



## Recent Flooding

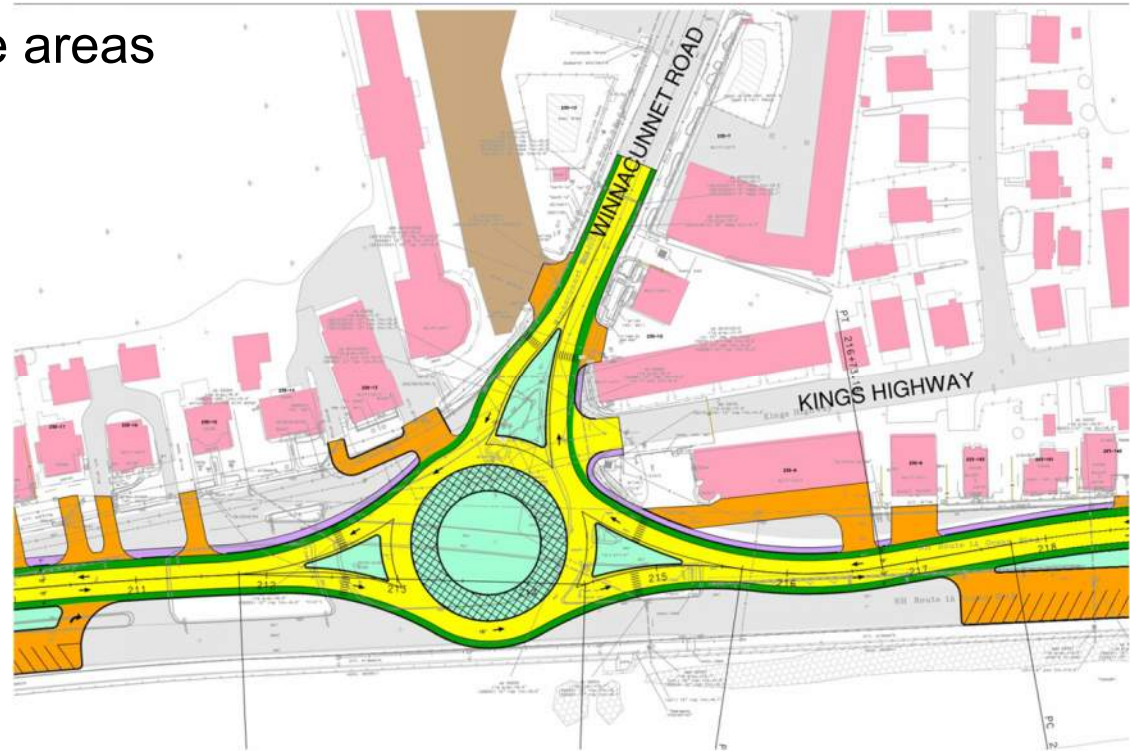
- Additional catch basins and underground infiltration systems
- Median barrier (type not finalized yet) adjacent to center parking areas



Photo Credit:  
Facebook (Kim McDonald)

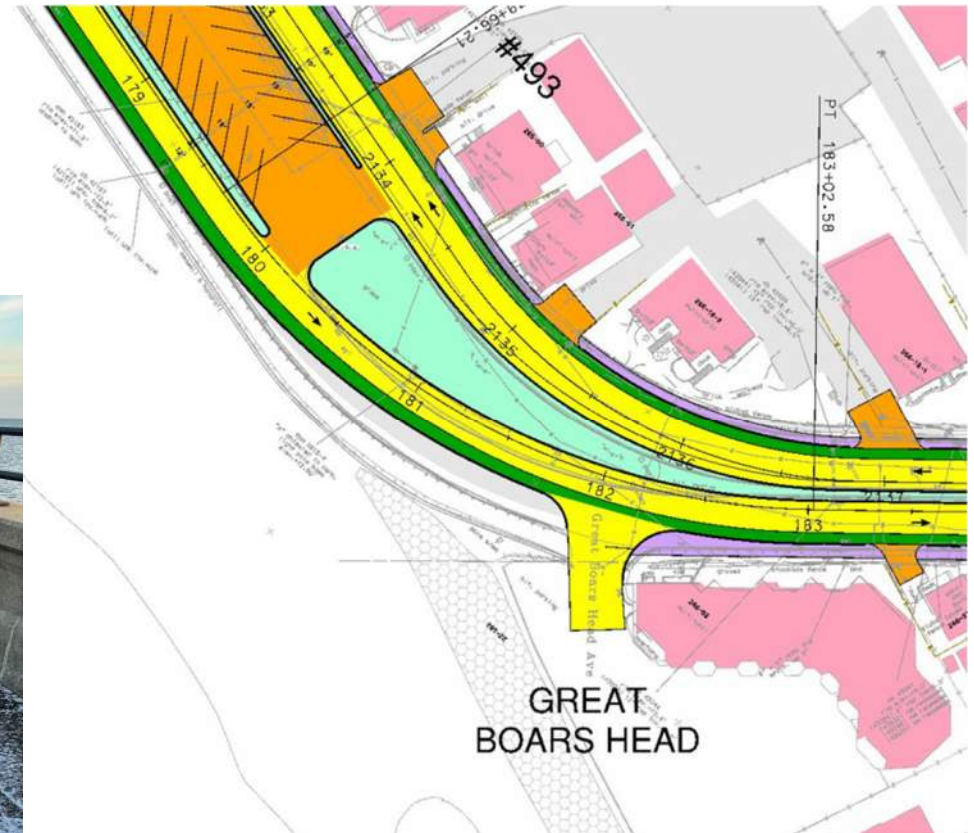
# Recent Flooding

- Move roadway west in some areas
  - Winnacunnet roundabout



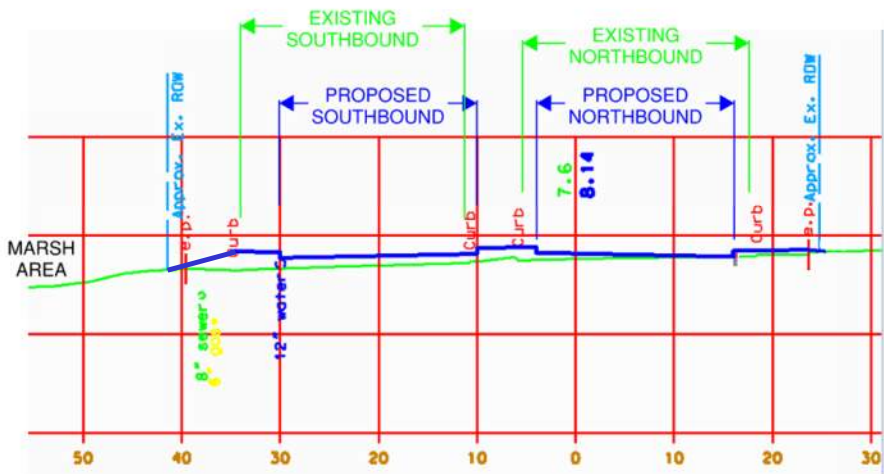
# Recent Flooding

- Move roadway west in some areas
  - Great Boars Head Ave



# Resiliency Elements

- Raise grade near Boar's Head to address marsh tidal increases





# Project Costs



# Project Costs

SUMMARY OF ESTIMATED PROJECT <u>CONSTRUCTION</u> COSTS			
Segment Number/ID	Estimated Costs (1)	Cumulative Estimated Costs	Segment Description
Segment 1 Costs	\$10-15M		State Park Road to Nudd Ave
Segment 2 Costs	\$14-18M	\$24-33M	Nudd Ave to Dumas Avenue
Segment 3 Costs	\$16-18M	\$40-51M	Dumas Avenue to High Street (NH 27)
<b>Total All Segments (1-3):</b>	<b>\$40-51</b>		

Current NHDOT Program Funds (2025-34 Ten Year Plan).....\$7.3M  
RAISE Discretionary Grant Application (possible award).....\$25.0M (2)  
 Potential Total Available Funding.....\$32.3M

*Note (1): Based on 2024 dollars*

*Note (2): NHDOT recently applied for a 2024 RAISE Discretionary Grant through the USDOT (2/28/2024) and awards will be announced no later than 6/27/2024.*



# Next Steps



## Next Steps

- Assess impacts of alternatives on roadway drainage (Winter 2024)
- Cultural Resources Coordination Meeting #3 (Spring 2024)
- Public Information Meeting #4 (Spring 2024)
- Natural Resources Coordination Meeting #2 (Winter / Spring 2024)
- Public Hearing (Summer 2024)

# Project Schedule



-  Survey/Wikimap
-  PAC Meeting
-  Public Meeting/Hearing

Current Work

# Questions? Comments?



# Thank you!

