



# MEETING MINUTES

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## Hooksett U.S. 3/NH 28 – Project 29611

WSP 100 Commercial Street, 2<sup>nd</sup> Floor, South, Manchester, NH 03101 Tel: (603) 644-5200

Date: June 11, 2021  
Time: 9:00 AM  
Location: Zoom Video Conference  
Re: Working Group Meeting #3

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### Attendees:

#### **NHDOT**

Tobey Reynolds, Chief Project Manager  
Margarete Baldwin, Roadway Section Chief  
Leah Savage, Roadway Group Leader  
Jon Hebert, Senior Design Engineer

#### **WSP**

Liviu Sfintescu, Project Manager  
Megan Savage, Public Involvement  
Matthew Grote, Civil Engineer  
William Melendez, Sr Traffic Engineer

#### **Other Participants**

Bruce Thomas, Town of Hooksett Engineer  
Jake Robie, Hooksett Police Department  
Nate Miller, SNHPC  
Nicholas Williams, Town of Hooksett planner

### Meeting Discussion:

Team introductions were made, and the agenda was reviewed before the discussion shifted to the presentation prepared by WSP. Tobey Reynolds mentioned that the NHDOT project team has changed due to staff retirement, departures and shifting in positions.

#### **1. Overview of the 5-lane alternative and its associated impacts**

**Discussion:** WSP presented a design alternative that features 5 lanes on Route 3 (two lanes in each direction and one center turning lane). Additional turning lanes have been added at signalized intersections.

- This alternative widens Route 3 from approximately 40' wide to 82' wide.

- The existing roadway centerline is maintained except from Embassy Ave to Cinemagic Drive where the alignment was shifted to minimize impacts to adjacent properties.
- Continuous sidewalks were included along both sides of Rte 3.
- WSP presented the major impacts associated with the 5-lane alternative. See roll plots PDFs for details.
  - Tobey Reynolds clarified that the plots only show the most significant impacted properties, not all the properties that are impacted.
  - Bruce Thomas- are the impacts to residential properties within the existing ROW?
    - [WSP] The ROW jogs- in some areas the proposed sidewalk is within the existing ROW and in some areas it is not. However, most impacts extend beyond the existing ROW.
- Summary of major concerns. WSP summarized the major impacts associated with the 5-lane alternative. These include loss of parking for private properties, ROW strip acquisitions, as well as a few potential full acquisitions, vertical grade increase for several driveways, trees and utility impacts.

## 2. Alice Ave intersection

**Discussion:** WSP presented a close-up view of the Alice Ave intersection and the impacts associated to the proposed widening in the vicinity of the intersection. The 5-lane alternative adds one dedicated right-turn lane on NB Rte 3 and one dedicated left turn lane on Alice Ave.

The design presented maintains the existing edge of pavement on the south side of Alice Ave and widens the roadway on the north side. A few trees and driveways are impacted by this design. Also, Alice Ave will need to be re-profiled in the vicinity of the intersection to match the elevation of the new right turn lane in the NB direction of Route 3.

WSP explained that this alternative would improve the overall level of service (LOS) of the intersection from F (in 2020) to C (in 2045) for the AM peak and from E (in 2020) to C (in 2045) for the PM peak. The LOS of the intersection approaches would also be improved.

## 3. Mammoth Rd intersection (signal controlled)

**Discussion:** WSP presented a close-up view of the Mammoth Rd intersection and the impacts associated to the proposed widening in the vicinity of the intersection. The 5-lane alternative adds one thru lane in each direction on Route 3 and dedicated right-turn lanes on NB Rte 3 and Mammoth Rd.

The design presented places the proposed curb on the west side of Rte 3 at the existing face of the guardrail and eliminates the existing corner islands. Based on this conceptual design, it appears that the culvert headwall located in the southeastern corner of the intersection would be minimally impacted.

WSP explained that this alternative would improve the overall level of service (LOS) of the intersection from C (in 2020) to B (in 2045) for the AM peak and from E (in 2020) to C (in 2045) for the PM peak. The LOS of the various intersection approaches would also be improved.

Tobey Reynolds- do we know what year the intersection overall LOS turns to F?

- [WSP] We have not determined the exact year yet.

#### 4. Mammoth Rd intersection (2-lane roundabout)

**Discussion:** WSP presented a design of a 2-lane roundabout at the Mammoth Rd intersection and the associated impacts.

The roundabout features 2 lanes at each entrance. No access to Gate City Collision is shown on the exhibit at this time. To provide access to this property, about 10 parking spaces would need to be eliminated or a shared access would need to be constructed between Gate City Collision and Paquette Pool and Spas (in this case both properties would access Rte 3 to the south of the roundabout).

WSP presented a table (stop light chart format) that compares the pros and cons of the 2-lane roundabout to the signalized intersection. The LOS of the two designs are similar. The roundabout is safer, requires less maintenance and provides an opportunity for aesthetically improving the corridor by landscaping the center island. However, the roundabout requires more ROW acquisitions, creates more environmental impacts and is more costly.

#### 5. Martins Ferry Rd intersection

**Discussion:** WSP presented a close-up view of the Martins Ferry Rd/Whitehall Rd intersection and the impacts associated to the proposed widening in the vicinity of the intersection. The 5-lane alternative proposes the addition on one dedicated left-turn lane on Whitehall Rd.

The design presented maintains the existing edge of pavement on the south side of Whitehall Rd and widens the roadway on the north side. The existing granite retaining wall and underground drainage system on CVS property are impacted by this design.

WSP explained that this alternative would improve the overall level of service (LOS) of the intersection from D to C for the AM peak. The LOS during the PM peak would remain unchanged (D). The LOD of the Whitehall Rd approach would also be improved from F to D/C.

## 6. Mid-segments traffic analysis

**Discussion:** WSP presented a table that compares the LOS of 2 sections of the existing roadway (Alice Ave to Mammoth Rd and Mammoth Rd to Martins Ferry Rd). This comparison shows the LOS for the existing roadway in 2020, a no-build scenario in 2045 and a build scenario for the proposed 5-lane design alternative in 2045. The comparison shows that the existing NB traffic from Alice Ave to Mammoth Rd will reach capacity for the PM peak by 2045 while the existing NB traffic from Mammoth Rd to Martins Ferry Rd will reach capacity for the PM peak by 2035. Capacity in the SB direction will not be reached for either sections/peak hours until 2055/2060.

Tobey Reynolds asked that diagrams/pictures be utilized at future public information meetings to explain to the general public the difference between LOS C and D.

## 7. Additional discussions on the 5-lane alternative

### Discussion:

- Bruce Thomas- There seem to be a lot of impacts for this 5-lane alternative. Is the 5-lane alternative considered the safest option?
  - Liviu Sfintescu- Not necessarily. In some areas, motorists will be crossing two lanes of traffic instead of one in order to turn left.
  - Tobey Reynolds- A safer alternative for the 5-lane is to include concrete median islands to limit left turns to and from Route 3. For this option, the Mammoth Rd roundabout seems to have more merit since it would provide an opportunity for Rte 3 traffic to reverse direction at tis intersection.
- Nate Miller asked if median islands are off the table
  - Liviu Sfintescu- Median islands are not off the table for either the 3 or 5-lane alternatives. For the 3-lane alternative, medians islands may be needed at signalized intersections where additional turning lanes will be added. For the 5-lane option, median islands may be needed both at and between signalized intersections.
- Bruce Thomas- Manchester Animal Hospital has plans for constructing a parking lot behind the existing building; this may not impact the Rte 3 project.
- T. Reynolds –an approximate cost should be determined for each alternative. If the cost significantly exceeds the allocated money, NHDOT will need to reach out to the executive office.

## 8. Future meetings

### Discussion:

- Tobey Reynolds doesn't think the working group needs an additional meeting before the public meeting. He mentioned sharing the information with the group via email to review in advance of the public meeting.
- Bruce Thomas- at the public information meeting show 5-lane and 3-lane options, but be prepared to speak to which option is considered the best in terms of increasing safety
- Tobey Reynolds- the first public information meeting is to gather initial feedback on the designs as they relate to the project purpose and need. The second meeting would be to show

how the feedback received at the first public information meeting was incorporated into the designs.

- Bruce Thomas asked how the public meeting will be publicized
  - WSP and NHDOT mentioned that the meeting will be announced via direct mailer, project website, Town and NHDOT posts, as well as press releases.
- Tobey Reynolds suggested having an in-person meeting that is also broadcast virtually to maximize attendance and using either polling or a survey to spur feedback from people that may not speak up.
  - In person is preferred Town's option- Bruce Thomas suggested the Town's gym
  - Tobey Reynolds -SNHU may also have space for holding the meeting
- Tentative date for the first public information meeting is mid to late August.

## 9. Next Steps

### Discussion:

- Prepare a design alternative that maintains the existing 3 lanes and improves the signalized intersections
- Schedule a public meeting to present both the 5-lane and 3-lane alternatives and discuss rating criteria for the alternatives.

## ACTION ITEMS

1. Bruce Thomas and Liviu Sfintescu to investigate available spaces for holding the Public Meeting.
2. Bruce Thomas to send WSP the development plans for the Manchester Animal Hospital.
3. NHDOT to post working group #3 presentation on project website. Bruce Thomas will share the presentation with members of the working group that were not in attendance.
4. WSP to develop 3-lane design alternative.
5. WSP to prepare conceptual level construction cost estimates for both the 5 and 3-lane alternatives and share with NHDOT.