

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

Public Information Meeting #1

Feb 22, 2022

6:00 PM – 7:30 PM



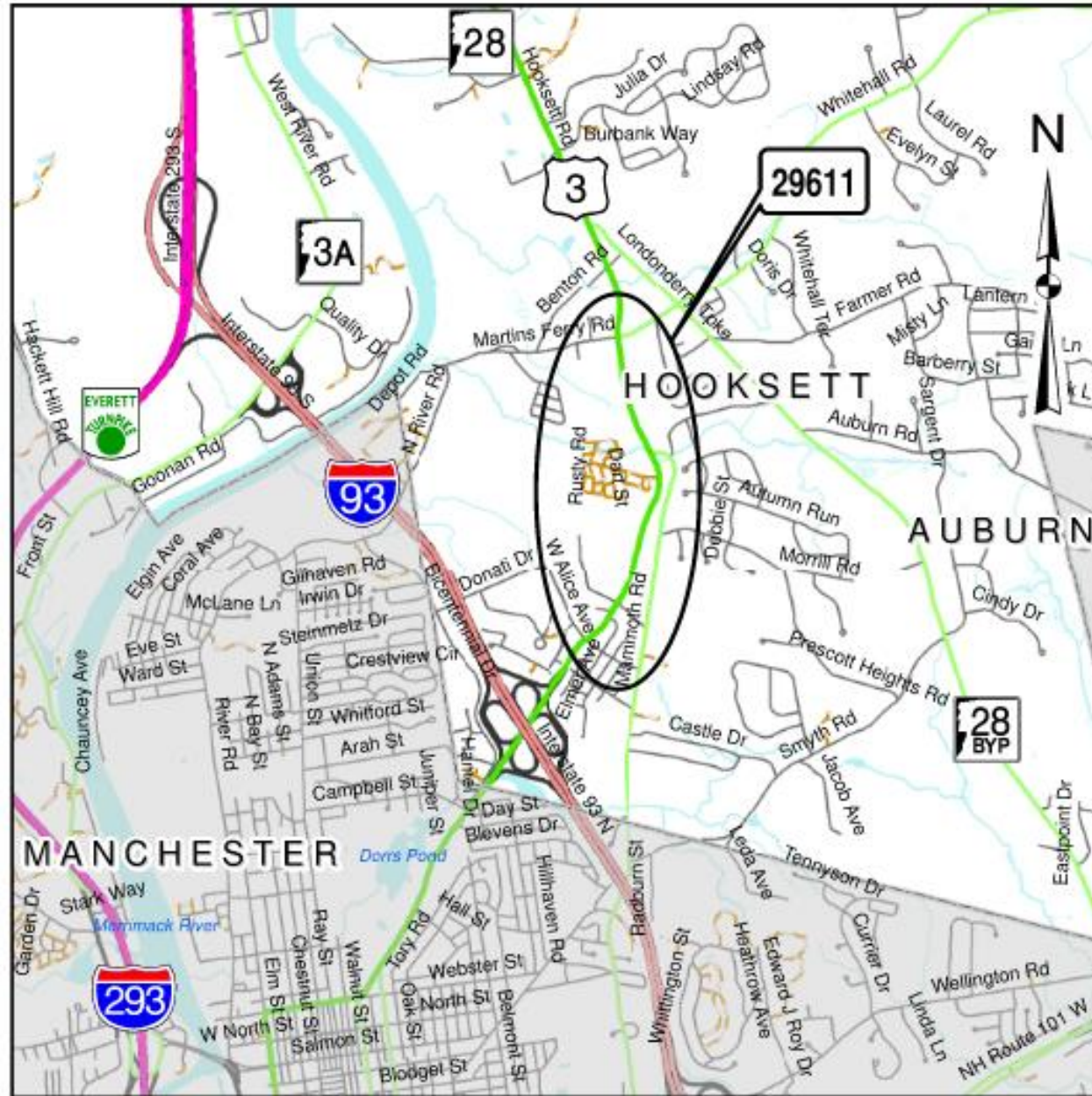
# Meeting Agenda

1. Welcome and Introductions
2. Existing Conditions
3. Project Vision and Purpose & Need Statements
4. Route 3 improvement alternatives
5. Signalized intersections improvement alternatives
6. Natural/Cultural Resources
7. Gather public feedback to frame future design decisions
8. Next Steps



# HOOKSETT - US 3 / NH 28

# Location Map





# Location Map



W Alice Ave

Cushing Ave

Leonard Ave

Silver Ave

SOUTHERN SEGMENT

Route 3

NH Route 28A

Zachary Dr

Embassy Ave



Hooksett Rd

NORTHERN SEGMENT

Mammoth Rd

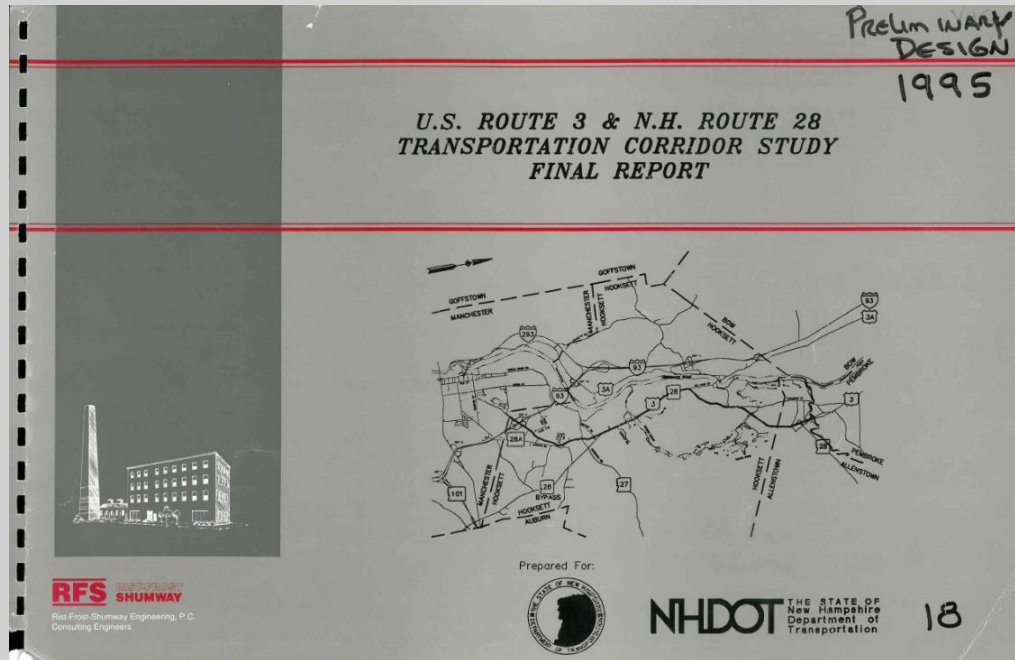
Martins Ferry Rd



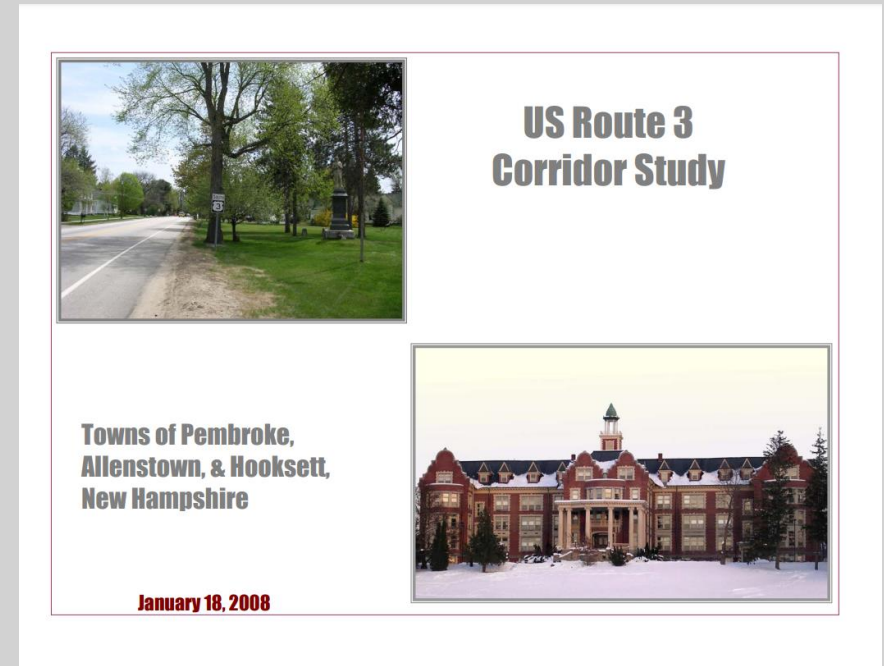
Whitehall Rd



# Previous Corridor Studies

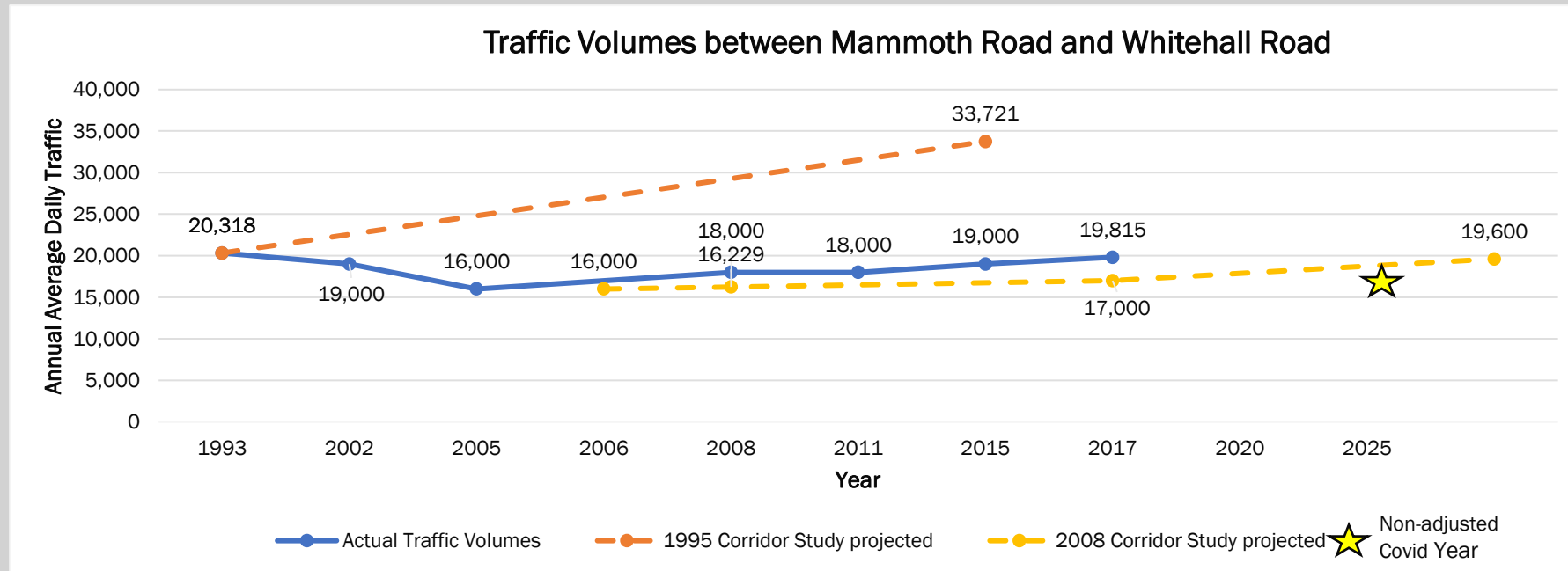


- Consider increasing capacity of corridor by widening to 5-lane section
- Consider pursuing extension of regular public transit routes between higher-density parts of Hooksett and the City of Manchester
- Improve corridor safety



- Consider expansion of Rte. 3 Corridor Performance Zoning District to other portions of the corridor
- Consider extending MTA public transit into Hooksett
- Consider creation of US Rte. 3 Mixed Use Corridor Zone

# Corridor Traffic Growth



- Toll plaza in Hooksett renovated to open road tolling (ORT) in 2013
- College Park drive constructed in 2005
- SNHU growth and new access to Rte. 3 via Victory Ln.

# Crash History

- Crash data shows prevalence of crashes in the southern portion of the corridor where there is more development
- Fatal pedestrian crash in the area of Silver Ave in Feb 2020
- Leading cause of crashes is “driver distraction”; rear-end collisions is also a common trend

# Public Transportation in Hooksett

## Green DASH



- MTA bus service to SNHU (bus route 5) and Hackett Hill/Walmart (bus route 11)
- No service on Route 3 within the project limits
- Consideration for extending service from Manchester along Route 3 in previous studies

## Hooksett Shuttle



### TRANSPORTATION FOR HOOKSETT RESIDENTS

#### General Information:

**Bus Operates: Monday - Friday, 9:00am to 2:00pm**

- Make a reservation as early as 1 week prior, and no later than 24 hours prior
- Priority rides for age 62+ or disabled passengers
- Priority rides for medical appointments
- Rides available to all Hooksett Residents
- Connect with MTA Route #11 at Walmart for Manchester, Concord, and Nashua service
- All buses are accessible

#### For Appointments:

- Provide the address information for pickup & drop-off location
- Date & Time requested, will be provided with a 30-minute pick-up window
- May ride with a companion, or children please specify

### FREE TRANSPORTATION



For additional information contact

**Peter Flynn**  
Family Services Director  
603 485 8769

**Nicholas B. Williams**  
Hooksett Town Planner  
603 268 0458

**Reservations call: 603.623.8801 opt. #2**





# Pedestrian/Bicycle Facilities

## EXISTING CONDITION



- Narrow shoulders on both sides of Route 3
- Short sections of sidewalk north of Alice Ave
- No sidewalks elsewhere

## POTENTIAL COMMUNITY BENEFITS



- Link residential & commercial areas
- Link transit stops
- Improve circulation by providing an alternative to driving



# Uncontrolled business access, narrow shoulders and no sidewalks

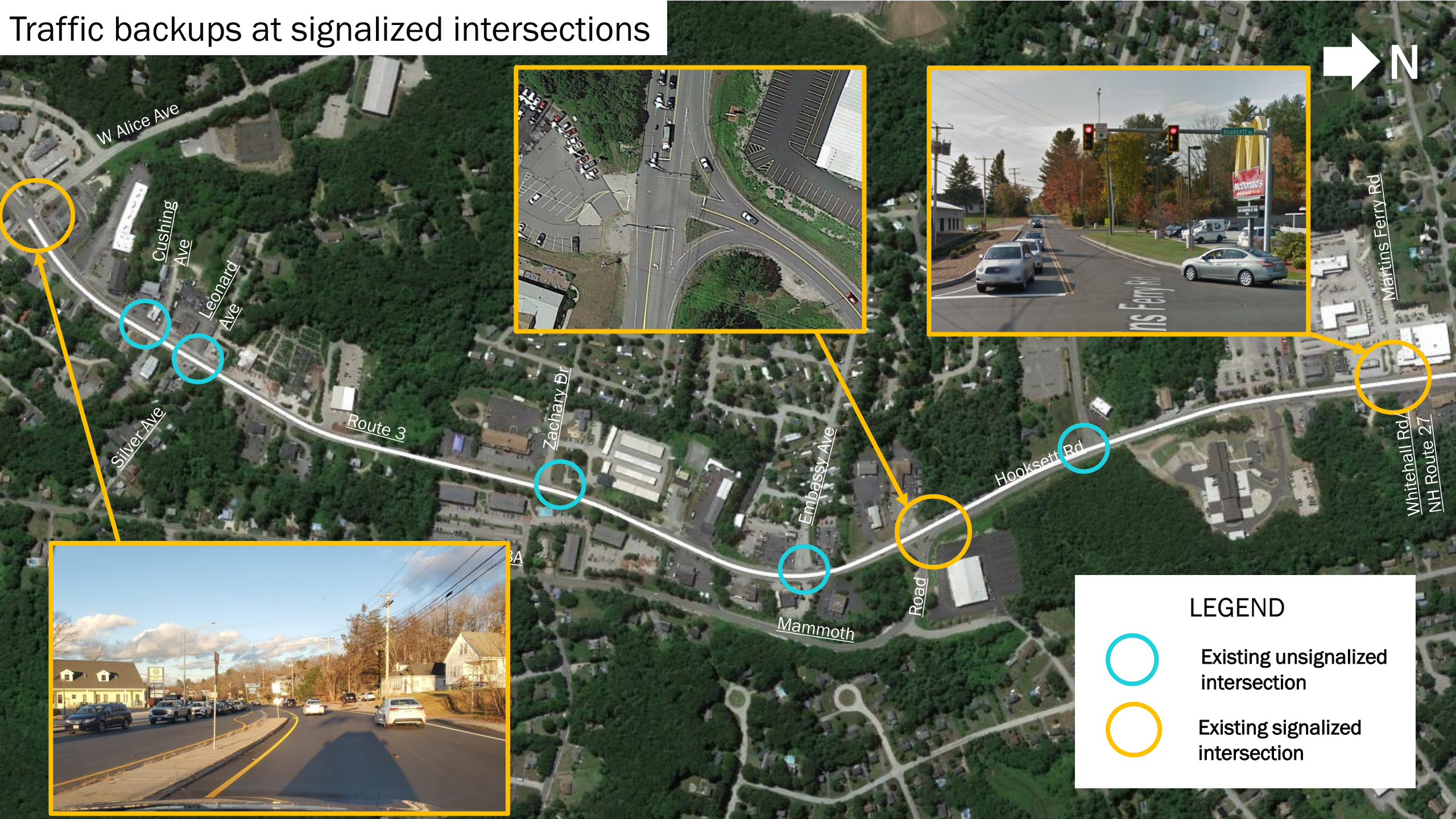


**LEGEND**



-  Access Management Opportunities
-  No Sidewalk
-  Narrow shoulders



# Traffic backups at signalized intersections



**LEGEND**

-  Existing unsignalized intersection
-  Existing signalized intersection

W Alice Ave

Cushing Ave

Leonard Ave

Silver Ave

Route 3

Zachary Dr

Embassy Ave

Hooksett Rd

Mammoth Road

Martins Ferry Rd

Whitehall Rd  
NH Route 27



# Working Group

- *Included town officials, emergency services, regional planning association, and others*
- *Provided insight to corridor issues*
- *Developed the Project Vision, the Purpose and Need Statements, and reviewed the Public Involvement Plan*

Working Group Member	Organization
Captain Jake Robie	Hooksett Police Department
Joseph Stalker	Hooksett Emergency Services (Police/Fire/Rescue)
Andrew 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	NH DOT District 5 Engineer



# Project Vision Statement

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

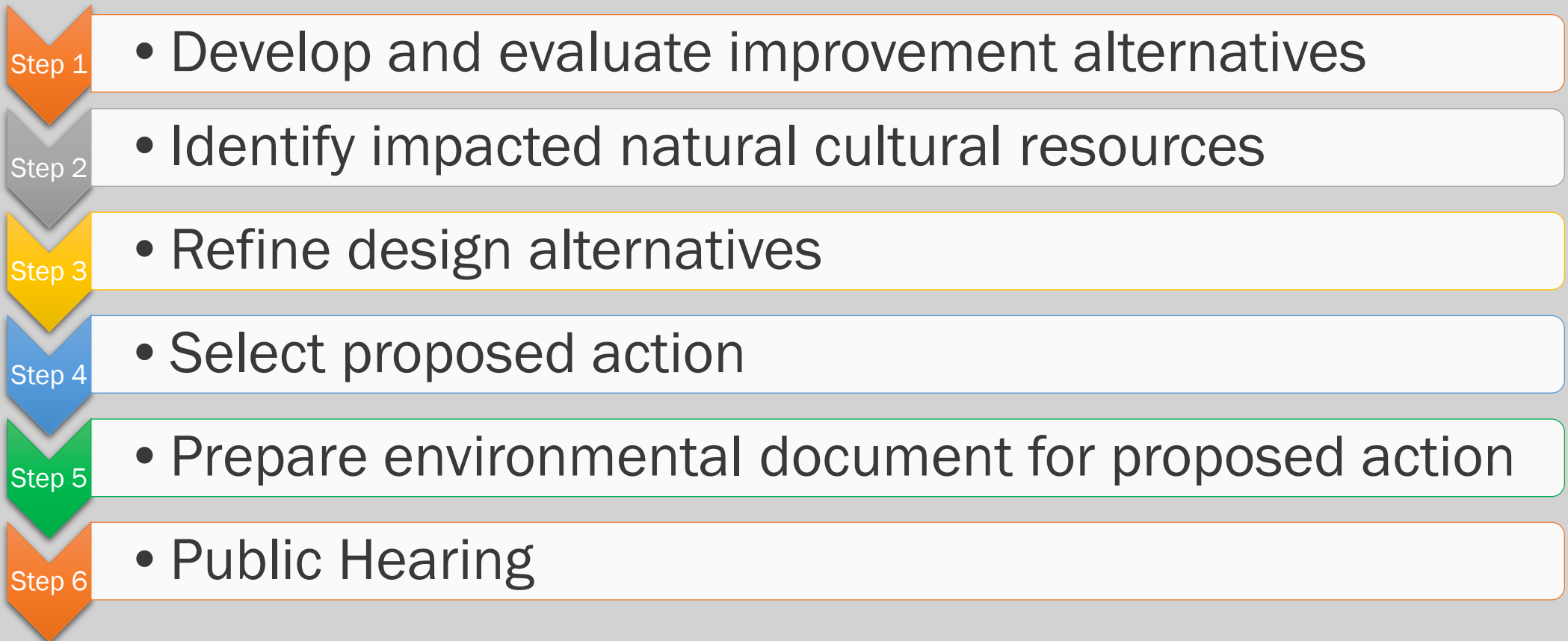
# Project Purpose & Need Statement

The **purpose of the project** is to improve long-term safety, efficiency and mobility on 1.4 miles of the US Route 3/NH 28 corridor between Alice Avenue/West Alice Avenue and NH Route 27/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 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.



# Project Development Process



# Project Development Process (cont.)

Step 7

- Final design (2023-2025)

Step 8

- Environmental permitting (2024-2025)

Step 9

- Right of Way (2024-2025)

Step 10

- Advertising (2025-2026)

Step 11

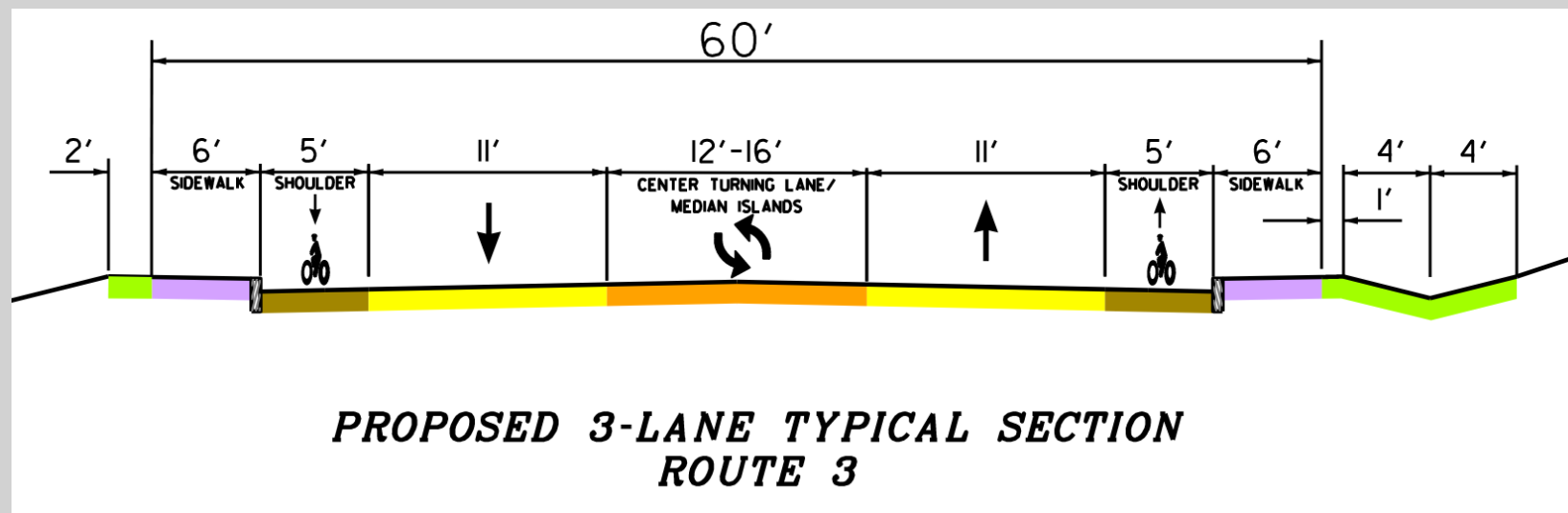
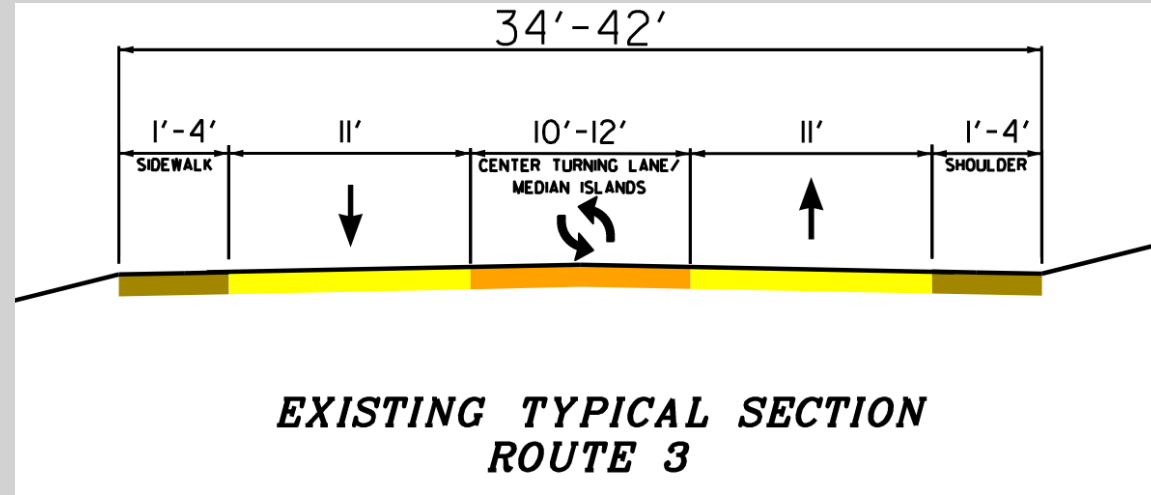
- Construction (2026-2028)

# Route 3 Design Alternatives

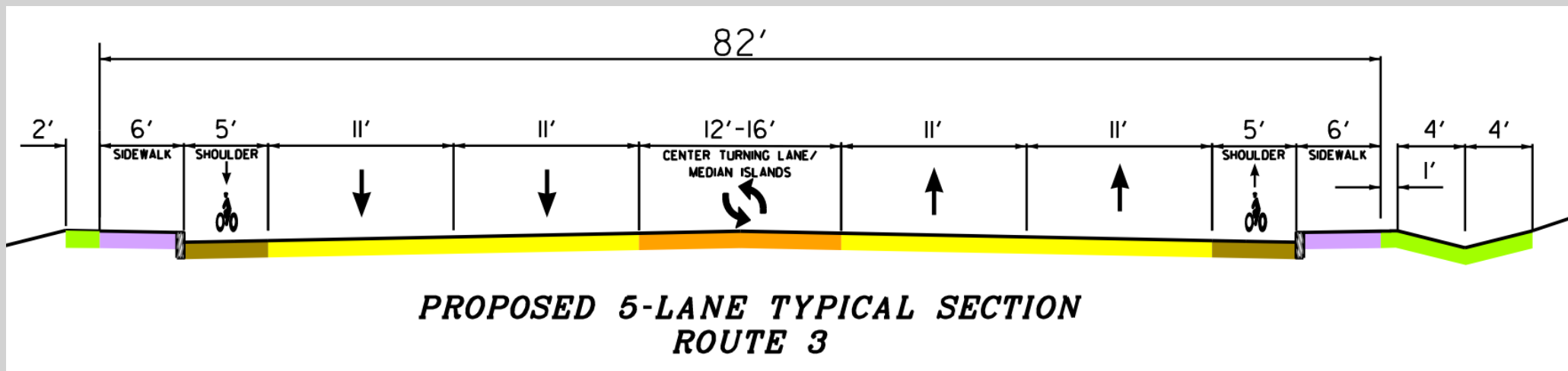
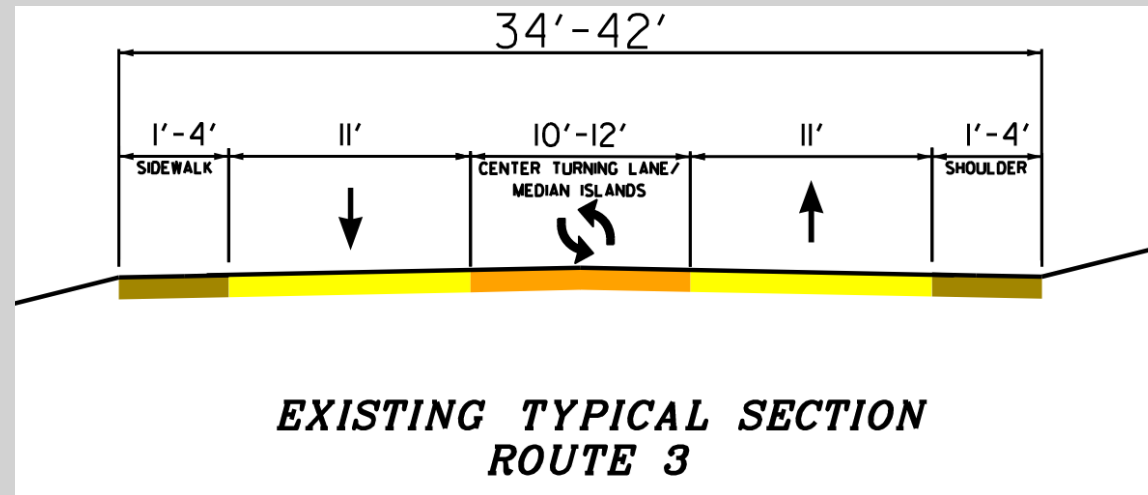




# Route 3 typical sections (3-Lane)



# Route 3 typical sections (5-Lane)





**Present roll plots prepared by WSP**

# 3-lane vs 5-lane comparison

	3-Lane	5-Lane	Remarks
<b>TRAFFIC OPERATIONS</b>			3L – higher vehicle density, lower speeds, more comfort for non-motorized users 5L – vehicle centric corridor promoting higher speeds and more fluid traffic
Intersections	●	●	Intersection improvements will address most traffic back-ups
Segments	●	●	3L – Greater congestion than 5L with lower speeds 5L – Minimal congestion through the design year (2045)
<b>SAFETY</b>			
Speed	●	●	5L – higher operating speeds than 3L due to more fluid traffic
Left-turns	●	●	5L – more difficult left turns across two lanes of traffic as compared to 3L
<b>BIKE/PED. FACILITIES</b>	●	●	3L – lower vehicle speeds, more comfort for bikes, shorter Rte 3 crossings for pedestrians
<b>ACCESS MANAGEMENT</b>	●	●	Both options will include consolidated business access points that increase consistency with driver turning



# 3-lane vs 5-lane comparison (continued)

	3-Lane	5-Lane	Remarks
<b>ROW IMPACTS</b>	●	●	3L – significant impacts around intersections; 5L – significant impacts along entire corridor.
<b>Mitigation Potential</b>	●	●	3L – potential for mitigating severe ROW impacts 5L – full acquisitions may be required for properties severely impacted
<b>Parking</b>	●	●	5L – more business parking loss
<b>Driveways</b>	●	●	5L – more drives that will not be serviceable
<b>ENVIRONMENTAL IMPACTS</b>	●	●	5L – more water quality measures (such as detention basins) to meet environmental requirements; more trees to be removed
<b>UTILITIES</b>	●	●	5L – slightly more utility relocation work
<b>CONSTRUCTION COST</b>	●	●	3L – approx. \$10M +/- (to be refined) 5L – approx. \$14M +/- (to be refined)

# 3-lane project examples



Forest Ave. - Portland, ME



Manchester St. - Concord



# 5-lane project examples



US Route 3 – Bedford



High St. – Somersworth



NH Route 101 – Bedford

# Corridor Identity

## 5-lane - “a route to drive through”

- Commuter route
- Promotes vehicular traffic flow
- Higher speeds
- Lower potential for use by pedestrians and bikes

## 3-lane - “a place to be”



- Local route
- Balances needs of all modes of transportation
- Lower speeds
- Lower stress on pedestrians and bikes

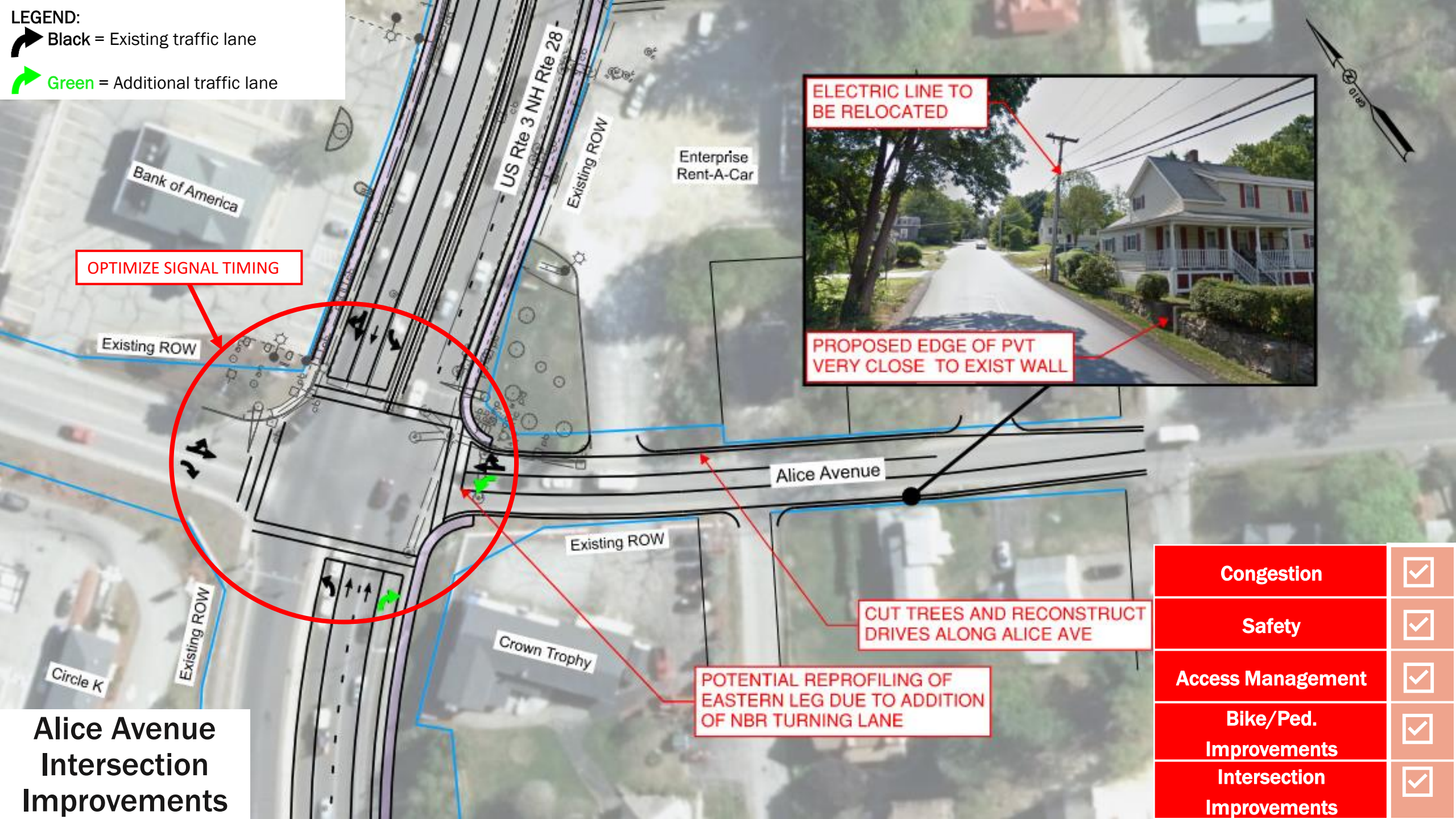


# Signalized Intersections Improvement Alternatives





**LEGEND:**  
 Black = Existing traffic lane  
 Green = Additional traffic lane



**OPTIMIZE SIGNAL TIMING**

**PROPOSED EDGE OF PVT VERY CLOSE TO EXIST WALL**

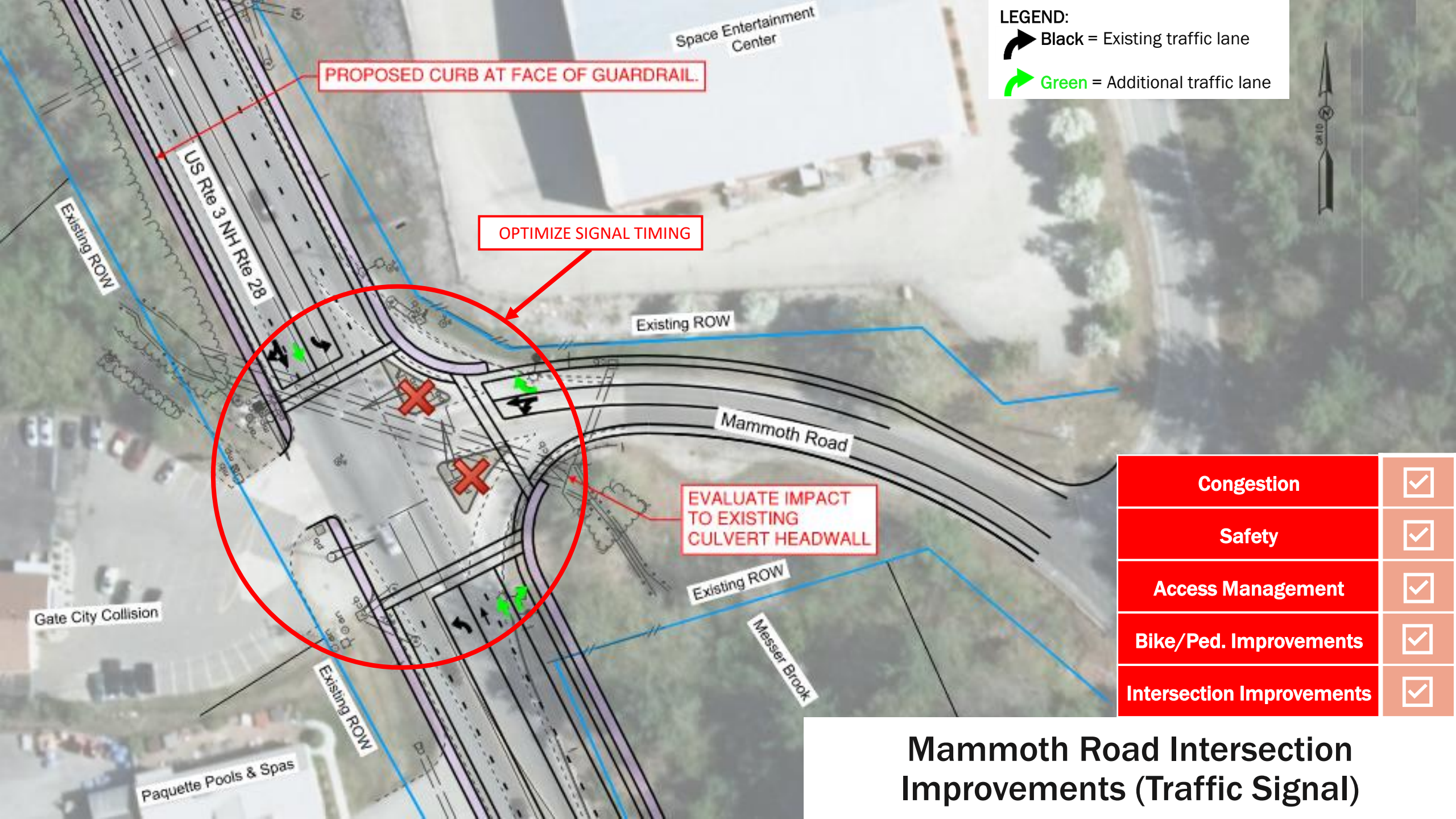
**CUT TREES AND RECONSTRUCT DRIVES ALONG ALICE AVE**

**POTENTIAL REPROFILING OF EASTERN LEG DUE TO ADDITION OF NBR TURNING LANE**

# Alice Avenue Intersection Improvements

<b>Congestion</b>	<input checked="" type="checkbox"/>
<b>Safety</b>	<input checked="" type="checkbox"/>
<b>Access Management</b>	<input checked="" type="checkbox"/>
<b>Bike/Ped. Improvements</b>	<input checked="" type="checkbox"/>
<b>Intersection Improvements</b>	<input checked="" type="checkbox"/>





**LEGEND:**  
Black = Existing traffic lane  
Green = Additional traffic lane

**PROPOSED CURB AT FACE OF GUARDRAIL.**

**OPTIMIZE SIGNAL TIMING**

**EVALUATE IMPACT TO EXISTING CULVERT HEADWALL**

Gate City Collision

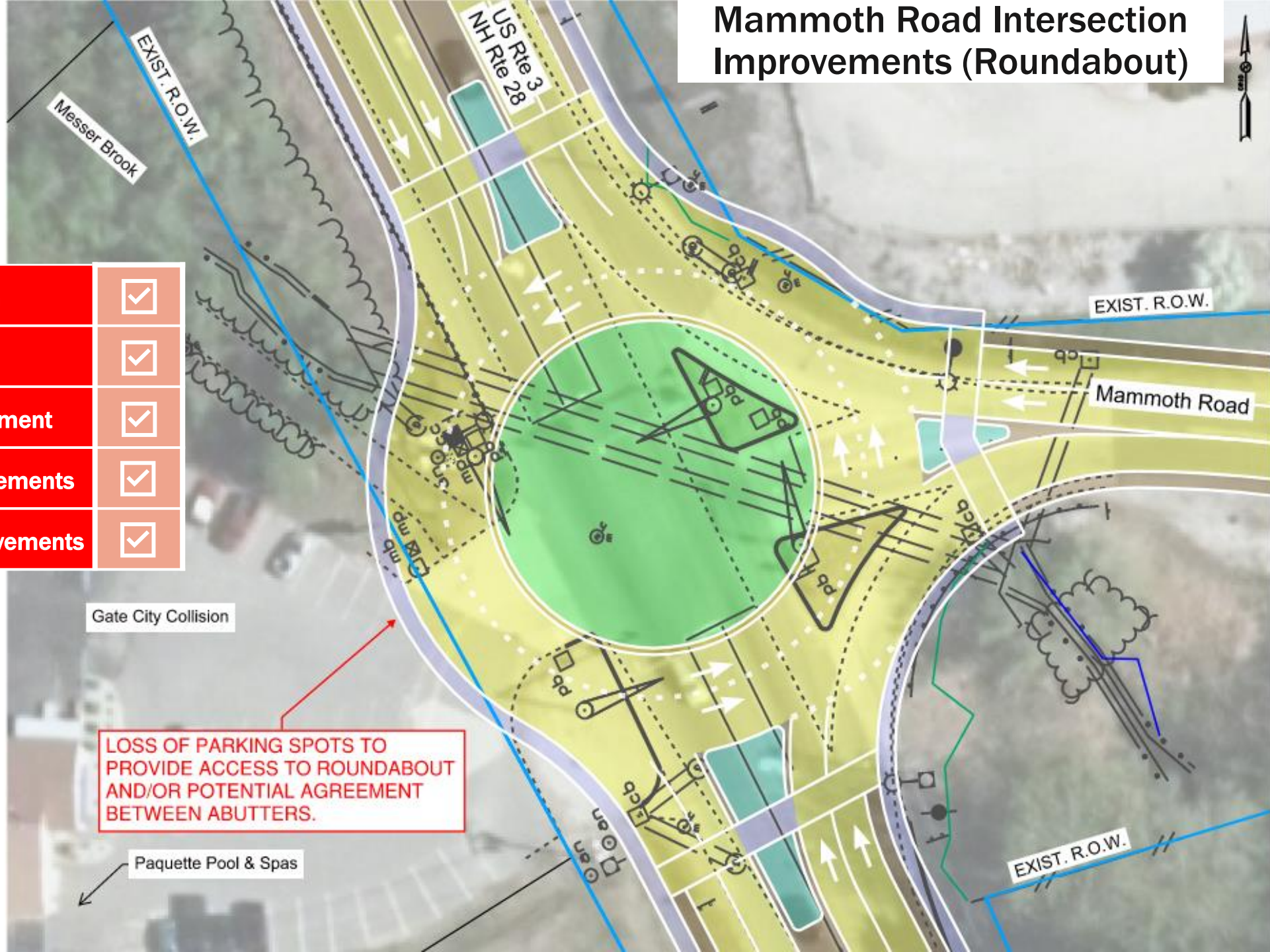
Congestion	<input checked="" type="checkbox"/>
Safety	<input checked="" type="checkbox"/>
Access Management	<input checked="" type="checkbox"/>
Bike/Ped. Improvements	<input checked="" type="checkbox"/>
Intersection Improvements	<input checked="" type="checkbox"/>

## Mammoth Road Intersection Improvements (Traffic Signal)



# Mammoth Road Intersection Improvements (Roundabout)

Congestion	<input checked="" type="checkbox"/>
Safety	<input checked="" type="checkbox"/>
Access Management	<input checked="" type="checkbox"/>
Bike/Ped. Improvements	<input checked="" type="checkbox"/>
Intersection Improvements	<input checked="" type="checkbox"/>



















Gate City Collision



LOSS OF PARKING SPOTS TO PROVIDE ACCESS TO ROUNDABOUT AND/OR POTENTIAL AGREEMENT BETWEEN ABUTTERS.

Paquette Pool & Spas

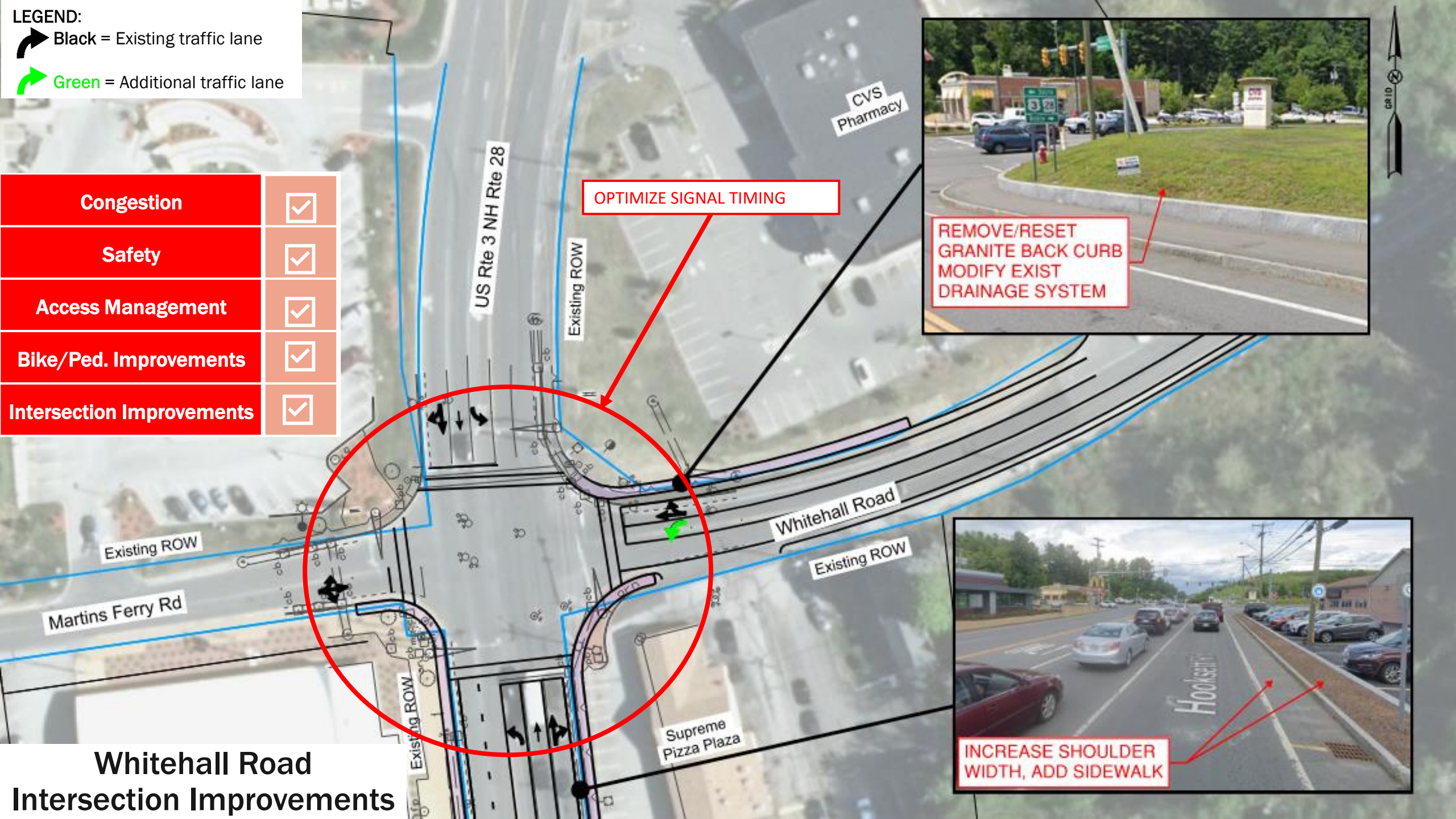
# Mammoth Road Intersection Comparison (Roundabout vs. Traffic Signal)

	Two-lane Roundabout	Signalized Intersection	Remarks
<b>Traffic Operations</b>			Roundabout promotes slightly better traffic flow and lower corridor speeds
<b>Safety</b>			# of crashes /year for roundabout typically up to 50% lower than signalized intersection; crashes are also less severe
<b>ROW Impacts</b>			Roundabout has more ROW impacts due to larger footprint
<b>Environmental Impacts</b>			Roundabout may have larger impact on existing Messer Brook culvert
<b>Aesthetics</b>			Roundabout provides opportunity for corridor landscaping
<b>Maintenance Cost</b>			Roundabout requires less maintenance than signalized intersection
<b>Construction Cost</b>			Roundabout may have a higher construction cost
<b>Bike/Ped. Facilities</b>			Roundabout may require a period when users get used to non-signalized intersection operations



**LEGEND:**  
 Black = Existing traffic lane  
 Green = Additional traffic lane

<b>Congestion</b>	<input checked="" type="checkbox"/>
<b>Safety</b>	<input checked="" type="checkbox"/>
<b>Access Management</b>	<input checked="" type="checkbox"/>
<b>Bike/Ped. Improvements</b>	<input checked="" type="checkbox"/>
<b>Intersection Improvements</b>	<input checked="" type="checkbox"/>



**OPTIMIZE SIGNAL TIMING**

**REMOVE/RESET GRANITE BACK CURB  
 MODIFY EXIST DRAINAGE SYSTEM**



**INCREASE SHOULDER WIDTH, ADD SIDEWALK**

# Whitehall Road Intersection Improvements



# Natural Resources



- Potential presence of:
  - Northern Long-eared Bat – Threatened
  - Small Whorled Pogonia – Threatened
  - Bald Eagle – Eagle Act
- No critical wildlife or vegetation habitats
- Messer Brook Stream Crossing



# Cultural Resources

## 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?

- Google “NHDOT Consulting Party Brochure”





# Share your feedback

- Project survey – now open
- Q&A during tonight’s public meeting
- In person attendees - complete and return comments cards to the registration table
- Virtual attendees – leave questions and comments in the Q&A box
- Visit the project webpage:

<https://www.nh.gov/dot/projects/hooksett29611/index.htm>





# Next Steps

- Refine design alternatives based on comments
- Working Group Meetings #5-6
  - Develop rating criteria and select a preferred alternative
- Second Public Information Meeting
  - Summer/Fall 2022
  - Anticipated Goal: Present the preferred alternative and gather input

# Thank you!

Contact information:

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[Tobey.L.Reynolds@dot.nh.gov](mailto:Tobey.L.Reynolds@dot.nh.gov)

603-271-7421

