NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 3

DEPARTMENT POLICY

IN THE TOWNS OF

BEDFORD & MERRIMACK

INFORMATION PACKAGE

OCT 1988

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

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TOWNS OF BEDFORD AND MERRIMACK

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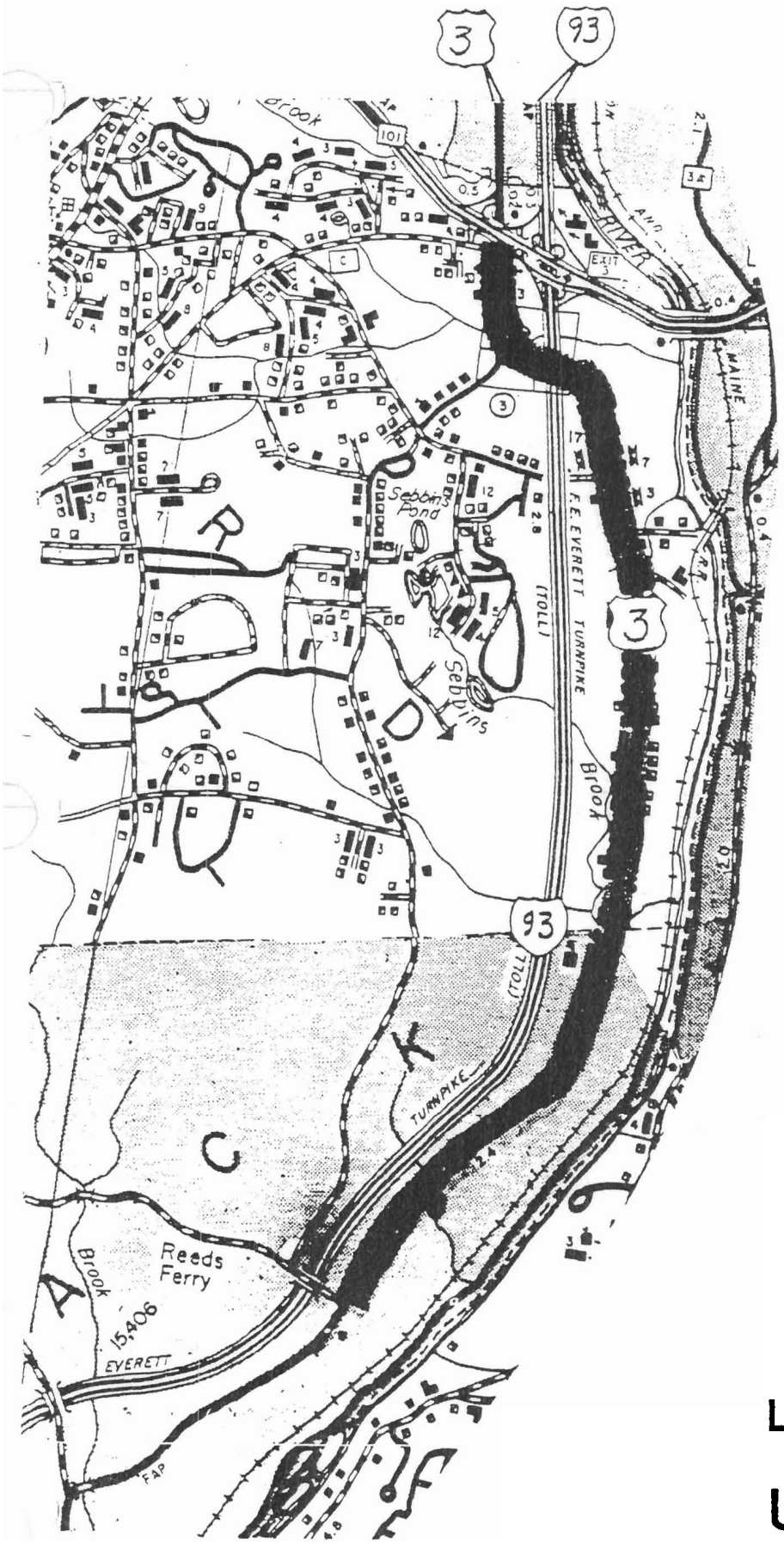
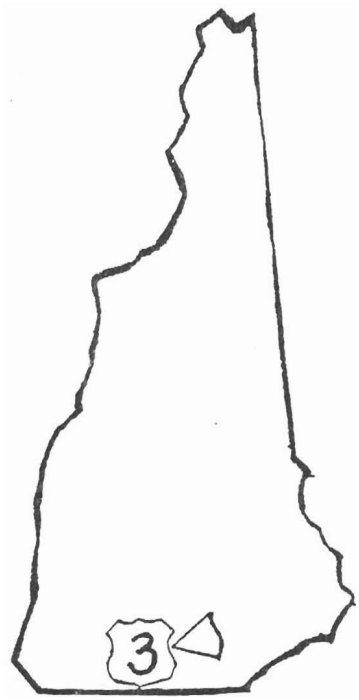
October 1988





LOCATION MAP

U.S. ROUTE 3

Figure 1

The State of New Hampshire
Department of Transportation
John O. Morton Building

Wallace E. Stickney, P.E.
Commissioner

Hazen Drive
P.O. Box 483
Concord, N.H. 03301-0483

From: Wallace E. Stickney
Commissioner

October 1988

Subject: U. S. Route 3
Merrimack-Bedford
Policy Statement

To: All Concerned Parties

INTRODUCTION

In recent years the Department has found itself continually confronted with data demanding a response to the rapidly growing need to address the transportation deficiencies along many major arteries including U. S. Route 3 south of Route 101. These needs have been brought to our attention by our everyday working knowledge of the route (maintenance, traffic, safety, public outcry, etc.) and by the rapid growth, increased traffic volumes, accelerated business development and population growth.

There is reason to believe that the growth will continue and therefore, increased pressure to resolve the transportation deficiencies of the route is inadvertable. The need to supply and protect an adequate transportation corridor to serve the land improvements that have been made, and will be made, while minimizing environmental impacts brings about a strong competition among the interests concerned with each of these areas.

The problems associated with U. S. Route 3 are similar to those in other transportation corridors within the state that are being pushed to their capacity by accelerating growth.

As we are all aware, the current funding availability makes it extremely difficult to adopt a system approach to the U. S. Route 3 needs, especially in view of other similar needs in many sections of the state. It is expected that the demands for relief will mount as traffic service declines if no progress toward mitigation of this type of problem is accomplished. Furthermore, the 10 year plan states explicitly that it "... anticipates that there will be extensive participation from the private sector to service areas where growth is desired ...", and, "... creative use must be made of private sector funding." With all of this in mind, I have adopted the following three phase process for work on U. S. Route 3.

POLICY STATEMENT

Phase 1 - Maintenance and Operation Improvement - This is basically a repaving and restriping program to be carried out in the normal cyclic manner. Work in this phase will be done to maintain the integrity of the existing roadway and can be considered only a normal maintenance procedure.

Phase 2 - Interim Improvements - The Department will request authorization of a spot widening program (by maintenance forces, if necessary) to close short gaps between existing sections of U. S. Route 3 widened by developers or others in past years or in the future.

This would allow a two (2) step enhancement of safety and capacity for U. S. Route 3. The first step provides wider through lanes, a center lane for turns, and shoulders for bicycle lanes. When enough shoulder gaps have been closed, so as to provide a length of roadway that can be safety restriped, the next step will be a lane use revision to three or four lanes.

Phase 3 - Ultimate Improvement - The Department will, as State and Federal funds are available, recommend a reconstruction program to accomplish the optimum cross-section. The maximum practical number of lanes for Route US 3 appears to be two (2) through lanes in each direction separated by a raised median (or barrier), with provisions for left turn lanes at major intersections. Jug handle turn-arounds or other methods will be necessary to provide opportunities for traffic to change direction of travel. A one-hundred (100) foot right-of-way with a ninety (90) foot alternate for severely restrictive areas is required.

U.S. ROUTE 3 MODIFICATION POLICY

TOWNS OF BEDFORD & MERRIMACK

TYPE OF MODIFICATION:

PHASE I - EXISTING

BASIC TYPICAL

(REPAVE EXISTING WIDTH AND RESTRIPE)

LANE USE

PHASE II - INTERIM

TYPICAL

SPOT WIDENING PROGRAM BY DEVELOPERS AT DRIVEWAYS AND/OR INTERSECTIONS

LANE USE

SPOT WIDENING PROGRAM BETWEEN ROAD INTERSECTIONS

LANE USE

PHASE III - ULTIMATE *

MAJOR INTERSECTIONS BY DEVELOPERS RECONSTRUCTION PROJECTS (FEDERAL AID)

TYPICAL

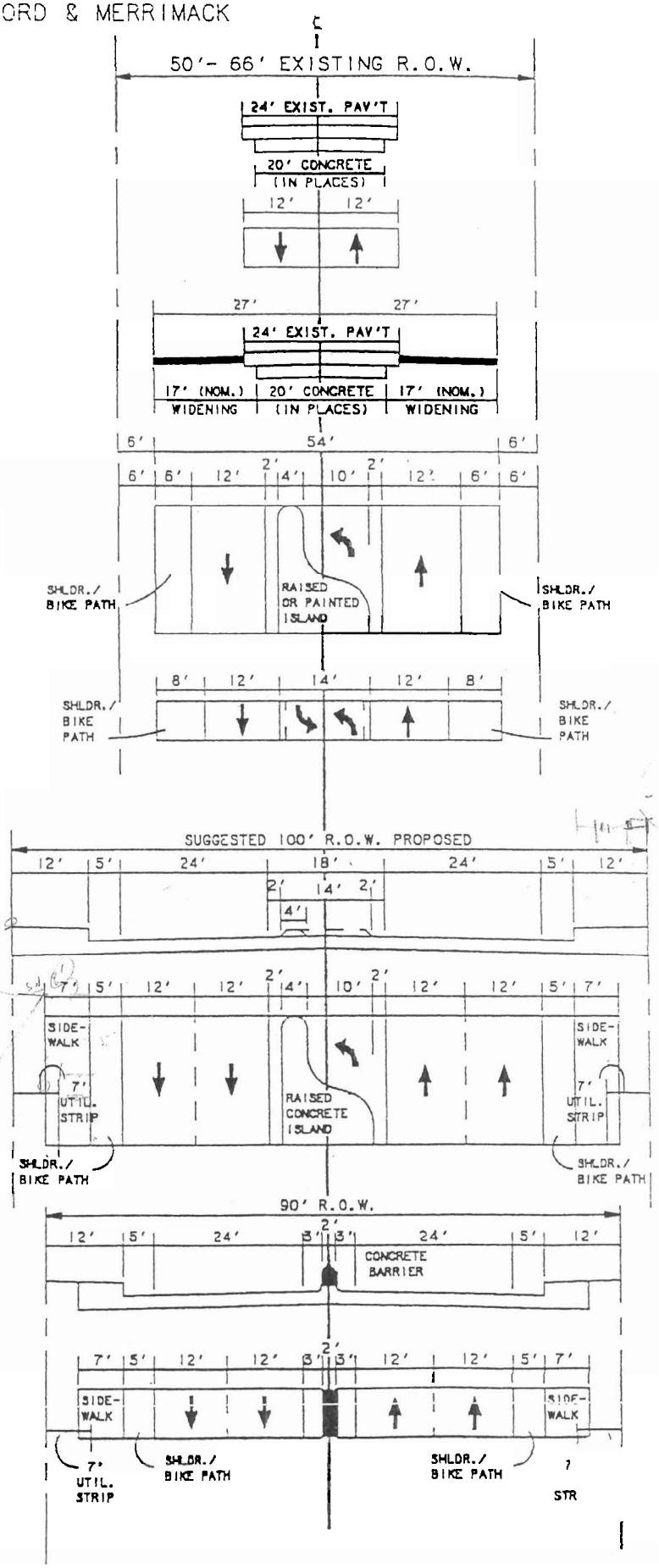
* *REQUIRES PERIODIC DIRECTION REVERSAL OPPORTUNITIES*

LANE USE

ALTERNATE FOR SEVERELY RESTRICTED AREAS

TYPICAL

LANE USE



Wallace E. Stickney
WALLACE E. STICKNEY, COMMISSIONER

OCT 88
DATE

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

Note: The Dept. reserves the right to require more restrictive design criteria than shown above.

Figure

RECOMMENDATIONS

It should be kept in mind that, to eventually accomplish the cross section described in Phase 3, it will be necessary for there to be a high blend of cooperation between the N.H.D.O.T., local elected and appointed officials and developers. In many cases, where large scale developments are proposed, the developer, as part of the driveway permit process, will be responsible for construction of the Phase 3 cross section, or, as a minimum, construction of Phase 2 and reserving the right-of-way to accomplish the future construction.

Planning boards may wish to examine their Zoning Ordinances with a view toward restricting any permanent improvement which is less than twenty (20) feet of the existing U. S. Route 3 right-of-way. An action such as this would insure the ability to construct the Phase 3 cross section when monies become available.

No definite time schedule can be associated with the policy due to funding challenges and the uncertainty as to when private development will be proposed and drive applications submitted. The policy is intended only to indicate the direction in which the Department plans to develop U. S. Route 3 as a viable transportation corridor so that permittees and local officials will be aware of the actions which must be taken to preserve this route to benefit all concerned. This policy will take effect immediately.

Wallace E. Stickney

Wallace E. Stickney
Commissioner