



MEETING MINUTES

Hooksett U.S. 3/NH 28 – Project 29611

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

Date: October 18th, 2021
Time: 10:00 AM
Location: Zoom Video Conference
Re: Working Group Meeting #4

Attendees:

NHDOT

Tobey Reynolds, Project Manager
Maggie Baldwin, Roadway Section Chief
Leah Savage, Roadway Group Leader
Jon Hebert, Senior Design Engineer
Rebecca Martin, Bureau of Environment

WSP

Liviu Sfintescu, Project Manager
Tim Higginson, Deputy Project Manager
Delia Makhetha, Public Involvement
Matthew Grote, Civil Engineer

Other Participants

David Boutin, Hooksett Town Councilor
Andre Garron, Town of Hooksett Administrator
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. The purpose of this meeting is to review the 3-lane alternative, revisit intersection impacts, and compare the 3-lane and 5-lane alternatives.

1. Overview of the 3-lane alternative and its associated impacts

Discussion: WSP presented a design alternative that features 3 lanes on Route 3 (one lane in each direction and one two way left turn lane in the center of the roadway between the signalized intersections). The signalized intersection improvements of the 3-lane alternative are identical to

those of the 5-lane alternative.

- This alternative widens Route 3 from approximately 40' to 60' wide between the signalized intersections.
- The existing roadway centerline is maintained except for the following two segments: the alignment was shifted from Embassy Ave to Cinemagic Drive and from Carrington Farms to Whitehall Road to minimize impacts to adjacent properties.
- Continuous sidewalks are included along both sides of Rte 3.
- WSP presented the major impacts associated with the 3-lane alternative. It was noted that impacts shown on the roll plots are the most significant and not an exhaustive list. See roll plots PDFs for details.
 - Utility pole relocations are required along the east side of the corridor. Due to a narrower project footprint, there may be fewer utility poles impacted than the 5-lane option.
 - Impacts to existing parking are reduced for the 3-lane option as compared to the 5-lane option. The proposed 3-lane alternative still impacts several parking spots at Chantilly restaurant and a few other scattered spots along the corridor. At Chantilly Restaurant, the parking spots impacted are located adjacent to Route 3, partially inside the NHDOT Rte 3 right-of-way. Opportunities to reconfigure the circulation around the site to mitigate for this parking loss will be analyzed further.
 - Steep drives and ROW impacts occur along the corridor due to the widening, however, these impacts are less severe than for the 5-lane alternative.
 - Retaining walls could be used to mitigate ROW impacts. The 3-lane option would require a shorter length of retaining walls and lower wall heights than the 5-lane option. Current survey data is incomplete in certain areas of the corridor which means associated slope impacts need to be verified.
 - Impacts to Carrington Farms Apartments will require backslope regrading, utility pole relocation, and tree removals.
 - Pro Technologies (previously Mill City flooring/Corey's Closet) property impact is reduced with the 3-lane option, avoiding the existing retaining wall; however, the existing parking is still impacted by the proposed sidewalk and the steep drive on the site presents a challenge.

2. Signalized Intersections Improvements

Discussion: WSP reviewed the intersection improvements proposed for the Alice Ave, Mammoth Road, and Whitehall Road intersections. These improvements are identical to those discussed in the 5-lane alternative presentation and therefore were only briefly covered. Please refer to Working Group #3 meeting minutes for a thorough discussion of the intersection improvements.

- Mammoth Rd intersection. The two intersection designs previously presented (signalized intersection and 2-lane roundabout) are still applicable for the 3-lane alternative and the

impacts are similar to the 5-lane alternative. Due to the proximity of the intersection, the Paquette Pool drive would need to restrict left turn movements, only allowing right turn in/out movements. The option to combine Gate City Collision and Paquette Pool drives was mentioned again and will be discussed further in future meetings.

3. Additional discussion on the 3-lane alternative

Sidewalks:

- Is there a preference on whether the project includes sidewalks on both sides or only on one side of the roadway? The goal is to show what the Town supports for discussion at the public informational meeting.
 - The Town – sidewalks should be located on both sides of the roadway for safety due to many businesses and large residential areas along corridor. In addition, there was a pedestrian death in the area of Silver Ave back in 2020, which further supports sidewalks on both sides. The Town believes dual sidewalks would benefit the project immensely.

Pedestrian Crossings:

- Is there a value in adding crossings at any locations in addition to the signalized intersections?
 - The Town - in favor of adding crossings and noted that a potential location could be at Cinemagic Way.
 - NHDOT noted that the crossings that are added should actually be used, be safe, and match the general context of the roadway. Because the crossings don't affect which alternative – 3-lane or 5-lane – is preferred, it is suggested not to discuss this in detail at the first public informational meeting. This topic will be coordinated with the NHDOT Bureau of Traffic and discussed further with the other project stakeholders once a preferred alternative has been chosen.

3-lane vs. 5-lane:

- Is there a Working Group preference on 3-lane vs. 5-lane at this point? A project of this size should consider the impact of constructing a large cross section roadway now vs. revisiting in the future.
 - The Town would like a copy of the WSP presentation and discuss with folks around the Town regarding the alternatives.
 - The Town would like to gauge the public's interest, and further agrees with NHDOT in avoiding building something twice, given the potential shorter life of the 3-lane alternative. The Town has heard folks supporting the 5-lane option.
 - The 5-lane alternative provides a vehicle centric corridor concentrating on vehicular capacity. The 3-lane alternative offers slower speeds due to the reduced capacity, less stress for bicycles due to reduced number of traffic lanes, and easier pedestrian

crossings. The character of the 3-lane alternative is considerably different than that of the 5-lane alternative and should be considered in the selection of the preferred alternative.

- What should this corridor look like in the future?
 - SNHPC noted the 3-lane alternative presents more of a complete streets approach referencing back to the project vision statement. SNHPC suggested ROW impacts be presented separately to the Town for the 3 and 5-lane alternatives to help in their discussions.
 - WSP will provide a ROW comparison. It was cautioned that the current phase of the project is preliminary engineering with the conceptual design displayed over aerial and incomplete survey. The ROW impacts will be approximate, especially for the 5-lane alternative and the required BMPs for water quality.

Techniques to increase vehicular flow capacity:

- SNHPC – are there any technologies that could be implemented to improve the traffic operation of the signalized intersections in the 3-lane alternative, e.g. adaptive signals?
 - WSP – The traffic analysis performed for the intersections is separate from the analysis performed for mid-segments. The 3-lane alternative includes all the intersection improvements that are proposed for the 5-lane alternative. The issue is that the 3-lane alternative may operate at level of service E in the PM peak hour in the southbound direction within the mid-segments (i.e. between the intersections), starting in year 2035. Therefore, the mid-segments would still reach capacity earlier than the 5-lane alternative even with signal technology.
 - Regional messaging and signage are options to reduce volumes and reroute traffic more efficiently. This may not fit into the current project and may require a larger scale review of the region.

4. Future meetings

Discussion:

- A public informational meeting shall be scheduled to present both the 5-lane and 3-lane alternatives and discuss rating criteria for the alternatives.
- It was agreed that no other working group meetings are needed before the public informational meeting #1. Information will be shared with the working group via email for review, in advance of the public meeting. NHDOT needs at least a month's notice to coordinate the public meeting, so targeting January would make sense. A date will be confirmed at a later date.
- Bruce Thomas is the point person for coordinating the public meeting. In-person meeting is still the preferred option in the Town's gym.
- Working Group #5 to be held later to discuss feedback from the public informational meeting.

ACTION ITEMS

1. WSP to develop a ROW impact comparison between the two alternatives and send to the Town.
2. WSP/NHDOT to develop a list of presentation materials and survey questions for the public informational meeting.