

October 31, 2012

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

CONFERENCE REPORT

PROJECT: SEABROOK
X-A002(762)
16444
US 1 widening from Perkins Ave to Autumn Way

DATE OF CONFERENCE: October 23, 2012

LOCATION OF CONFERENCE: Seabrook Town Hall

ATTENDED BY: NHDOT
Alex Vogt Steven Ireland Michael Dugas

Others
Catherine Carney – Parsons Brinckerhoff
Attendance list attached

SUBJECT: Public informational meeting

NOTES ON CONFERENCE:

A. Vogt explained that this project is the result of an agreement reached among the Department, the Town of Seabrook, and the DDR development. According to the agreement DDR is funding the engineering (up to \$127,000) and the federal Highway Safety Improvement Program is funding the construction, while the Town is funding the ROW acquisition and providing a partial match of the federal funds.

M. Dugas explained that US 1 within the project limits was reconstructed and widened within the last ten years and consists of two northbound travel lanes, one southbound travel lane, and a two-way left turn lane. The abutting highway segments have two through lanes both northbound and southbound. Due to the heavy traffic volume on US 1 (ADT = 25,000) the lack of a second southbound travel lane causes a bottleneck at the Railroad Avenue / Pine Street traffic signal. Because of the high through traffic demand the signal phasing is not able to provide a protected northbound left turn phase (despite several requests from the Town). The congestion in and around the intersection has resulted in at least 41 crashes in the recent three-year period from

2006 to 2008. Simply adding a protected northbound left turn phase to the existing lane layout would further hinder traffic operations and significantly increase peak hour queues.

The proposed improvement would hold the easterly curb line and widen the roadway to the west from the vicinity of Perkins Avenue and extending south approximately 2,000' to the vicinity of Autumn Way. The widening would require the reconstruction of the existing sidewalk and the addition of drainage structures along the new curb line. Stormwater runoff from the expanded impervious surfaces would be directed to two detention basins that were constructed by the last highway project and were sized to accept the added runoff. The widening will impact the frontages of about 12 properties, most of which are commercial. The areas to be impacted include landscaped buffers, several business signs, and four parking spaces (Dunkin' Donuts). It appears that the impacted parking spaces could be replaced elsewhere on site. M. Dugas explained that some of the land needed for this widening has already been set aside. In anticipation of this proposed highway widening, several of the properties that have been developed or redeveloped within the last decade have set aside highway easements to accommodate the widening.

A. Vogt explained that the estimated construction cost of the improvements is \$1 million. A public hearing is planned for late winter or early spring of 2013, and the anticipated advertising date for the project is spring 2015. Construction would take place and be completed during the summer and fall of 2015.

Comments and questions

- Selectman Aboul Khan (who is also a property owner within the project) asked if any work is planned on the east side of US 1. A. Vogt answered that there will be no widening on the east side of US 1. The only anticipated work will be to improve sidewalks where needed to bring them up to current accessibility standards.
- An attendee felt that the improvements are needed immediately. Can the project be accelerated? A. Vogt answered that the 2015 advertising date is largely governed by the time needed for the property acquisition process. The advertising date will be advanced if at all possible.
- Selectman Ed Hess, noting the heavy traffic, felt that police officers rather than flaggers should be used for traffic control.
- Selectman Khan asked if the Railroad Avenue traffic signal, once US 1 is widened, would provide a protected northbound left turn phase? A. Vogt confirmed that it would.
- Cliff Sinnott, Executive Director of the Rockingham Planning Commission, voiced his support for the project and noted that it was consistent with the recommendations of the draft US 1 corridor study. Referring to the corridor study's access management recommendations, he suggested that Autumn Drive be extended north behind the Jiffy Lube to intersect Pine Street, thereby giving Autumn Drive's residents access to the signal. Others also expressed concern with the increased hazard of

exiting Autumn Drive once US 1 has been widened and expressed support for the Autumn Drive connection to Pine Street. Selectmen Hess and Khan felt that the connection should be an element of this project. A. Vogt responded that the Autumn Drive connection would be a Town road and as such could be pursued by the Town independent of this project. If Autumn Drive were felt to be unsafe, one low-cost treatment that could be pursued would be to simply construct a raised median on US 1 to prevent left turns into or out of Autumn Drive. Left turning traffic would need to find other means to reverse direction. A. Vogt agreed to investigate whether the safety benefit of the Autumn Drive extension could justify its inclusion in the project.

- Arleigh Greene asked that a southbound left turn lane be provided at the Staples driveway. A. Vogt answered that this will be evaluated, but it may not be feasible because of the need to retain the existing northbound left turn lane at Perkins Avenue.
- An attendee recommended that the connection to the one-way segment of Pine Street be angled as much as possible to continue to limit access to southbound right turns only.

Submitted by:



Michael J. Dugas, P.E.
Chief of Preliminary Design

cc: W. Cass D. Deporter
W. Oldenburg C. Perron
W. Lambert Royd Benjamin – Parsons Brinckerhoff
Seabrook Board of Selectmen

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