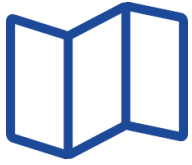


Corridor Spotlight: US 3 South

KEY METRICS OF THE TRAFFIC SHED



Three
Communities



Merrimack
County



7 miles
of corridor route



54,564 residents
in 2018



24,159 households
in 2018

US 3 is the longest numbered route in New Hampshire, extending the entire length of the state from Nashua to Pittsburg, and passing through most of New Hampshire's major cities. In the CNHRPC region, the southern section of US 3 extends from the Exit 13 interchange with I-93, south through Concord, Pembroke, and Allenstown, to where it joins NH 28. This section of US 3 includes nine signalized intersections maintained by the NHDOT and the City of Concord. South of the CNHRPC region, US 3 and NH 28 provide access to the densely developed commercial and industrial area of Hooksett.

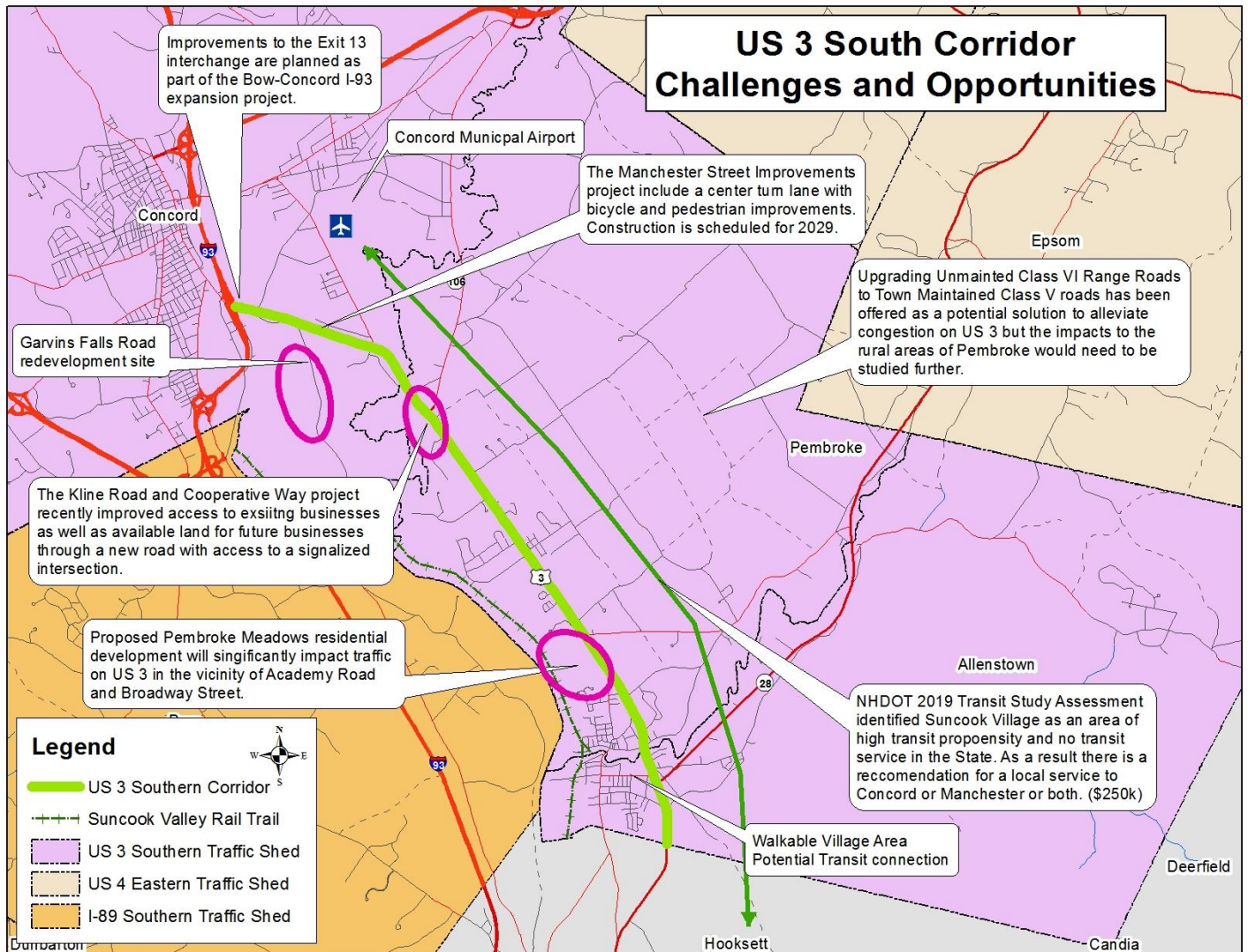
The I-93 Exit 13 interchange with US 3 provides direct access from the interstate to downtown Concord as well as interstate access for residents and businesses to the south and east via US 3. The Manchester Street (US 3) bridge just to the east of the intersection is one of four, non-interstate bridges over the Merrimack River in the CNHRPC region and handles over 27,000 vehicles per day. Manchester Street is a densely developed commercial area and a hub for auto sales and services. The commercial development mixed with the through traffic heading south creates consistent conflicts. In 2029, Manchester Street is programmed for reconstruction and widening that will also include pedestrian and bicycle improvements. There is also a large area of land just south of US 3 on Garvins Falls Road that has had conceptual plans for a large mixed-use development that could also cause significant changes to the area.

Further south on US 3, traffic volumes drop just below 15,000 vehicles per day. In 2018, Kline Way was opened which provided access to Associated Grocers and over 200 acres of developable land via a four-legged signalized intersection with NH 106 and US 3. If the additional land is developed, more truck and vehicular traffic would be added to this already heavily utilized freight corridor. Another significant residential development currently in the planning phase in Pembroke, known as Pembroke

Meadows, could bring over 100 residential units to the southern part of town. It would also provide direct access via a new road accessing US 3 at the existing signalized Academy Road intersection. Alternatively, if a phased development approach was taken, this would result in more traffic accessing US 3 via the signalized intersection at Broadway and US 3. The 2020 Pembroke Master Plan update includes a proposed "Complete Streets" corridor study for Pembroke Street that focuses on these current and future challenges and evaluates engineering and policy/regulatory solutions.

Suncook Village is a densely populated census-designated place roughly halfway between Concord and Manchester that also includes commercial and industrial uses. Like many old New England mill towns, this area - located in both Pembroke and Allenstown, has many old brick buildings including the China Mill building. Restoration of this building is in the planning stage and once fully occupied, could greatly change the area with additional vehicular, pedestrian and bicycle traffic. This area also has an extensive network of sidewalks. Nearby is the abandoned Suncook Valley Rail Corridor, with connections to Epsom and Pittsfield. Additional historic rail corridors connect Manchester and Concord. These corridors have been identified for potential rail trails, although currently only short, informal trails exist.

Suncook Village has been identified in the NHDOT 2019 Statewide Transit Assessment as having high transit propensity, meaning the population density and demographics of the area are conducive for transit connections. It was estimated that, for Concord Area Transit to expand and create a regular route to Suncook, costs could total \$250,000 per year. Alternative options have been identified, such as having Manchester Transit Authority expand existing routes in Hooksett and north to Suncook or a combination of both alternatives.



CONNECTING THE REGIONAL GOALS WITHIN EACH CORRIDOR

CONNECTIVITY

- Abandoned Suncook Valley Rail Corridor
- Walkable downtown in the Suncook Village
- Potential for transit expansion
- Volunteer Driver Program for seniors and disabled

SAFETY

- Crash hotspots on Manchester Street and at signalized intersections along US 3
- Safety Improvement project planned on Manchester Street
- Pedestrian safety concerns in Suncook including crosswalks

SYSTEM PRESERVATION

- 1 state red listed bridge
- 2 Bridges in fair Condition
- 10 Bridges in Good Condition

SUSTAINABILITY

- Zoning permits residential, commercial, and industrial uses
- 223 acres of conservation land
- 2,786 acres of aquifers
- 203 acres of highest ranked habitat in NH

KEY TRAFFIC GENERATORS

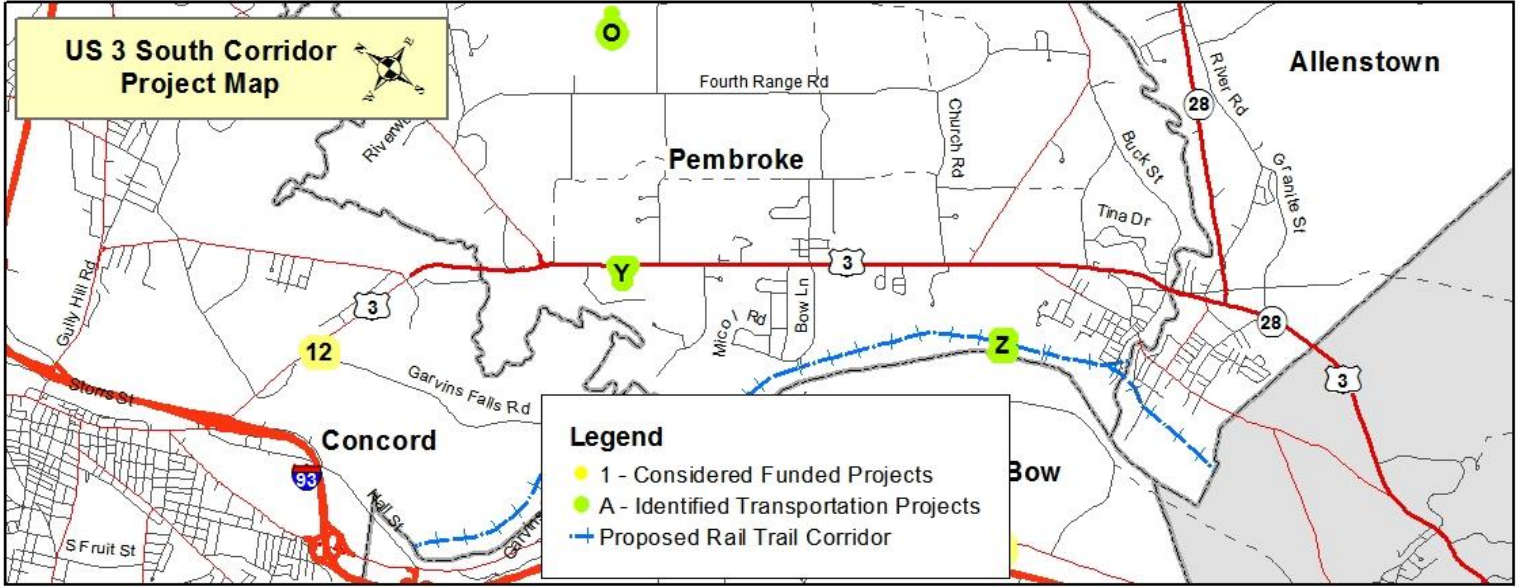
- Associate Grocers of New England
- Manchester Street Commercial Area/Automotive Dealers
- Potential Future buildouts of Pembroke Meadows and China Mill

OPERATION & CONGESTION

- Between 12k and 27k vehicles per day
- Common places of employment include Concord, Manchester, and Hooksett
- There are no Park and Ride lots along the corridor

CORRIDOR PROJECTS & LOCATION MAP

The following projects include those that are currently contained in the 2021-2030 Ten Year Plan and other projects that have been identified through a variety of local, regional and statewide planning processes including local master plans, the regional Transportation Improvement Program (TIP) development process, the 2018 State owned bridge rehabilitation and replacement priority list, and the Statewide Transit Assessment. The projects, both planned and proposed, address a number of the corridor’s issues as identified in the US 3 South Corridor Challenges and Opportunities Map.



NHDOT State Ten Year Plan 2021-2030 Projects – Considered Funded

Map ID	Project Name	State #	Project Location	Project scope	Phase	Year(s)	Total Cost
12	Concord	42614	US 3	US 3 (Manchester St) widening between Garvins Falls Rd and Airport Rd	CON	2029	\$5,487,592
					ROW	2027	\$606,627

IDENTIFIED TRANSPORTATION PROJECTS

Map ID	Project Name	Location	Current Situation	Scope of Work	Cost (millions)
Y	Concord to Manchester transit service	Concord-Pembroke-Allenstown-Hooksett-Manchester	Manchester Transit Authority (MTA) operates a service to Concord along I-93. Suncook has been identified as having high potential for transit demand in the NHDOT 2019 Transit Assessment Study.	The NHDOT 2019 Transit Assessment Study recommended either expanding Concord area Transit, MTA or both into Suncook to make an intercity and commuter connection.	\$0.25/year
Z	Potential Rail Trail Corridor (Granite State Rail Trail)	Concord-Pembroke-Allenstown	The existing abandoned rail corridor is fragmented into many pieces. Some sections are used as informal trails and some sections do not exist.	Formalize a multi use path on the abandoned rail corridor connecting the Concord to Suncook.	N/A
O	Range Road Improvements	Pembroke	US 3 and North Pembroke Road are the two north-south routes for traffic south of Concord and provide access to residential neighborhoods in Pembroke, Allenstown, Deerfield and Hooksett. These roads experience heavy traffic at peak commuting periods.	Study the potential to convert the class VI unmaintained Range Roads to Class VI maintained roads to alleviate traffic on US 3 and North Pembroke Rd.	N/A

