



# Rockingham Planning Commission

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## Press Release

### For More Information:

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**--FOR IMMEDIATE RELEASE--**The Rockingham Planning Commission will be holding a public information meeting to update the corridor communities and citizens on the activities of the US 1 Corridor Study on June 14<sup>th</sup>, 2005. This meeting will be an opportunity for interested parties to learn about some of the concepts being discussed and provide input into the future design of the roadway. The details of the meeting time and location are:

### US 1 Corridor Study Public Information Meeting

Date	Time	Location
June 14 <sup>th</sup> , 2005	7:00 PM (Meeting room will be open early to allow map viewing)	Winnacunnet High School Auditorium 1 Alumni Drive Hampton, NH

### Background Information

The project, which was proposed in 2000 by the Route 1 Coastal Communities Corridor Advisory Committee (a subcommittee of the Seacoast MPO), is intended to update and improve upon a corridor study completed for US 1 in 1989 by the Kimball Chase Company and the NH Department of Transportation. The original study had predicted traffic volumes and improvements necessary for the year 2000, and essentially called for the widening of Route 1 to a "five lane typical" along the length of the corridor (2 lanes each direction with a center turn lane). This proposal was not well received by the corridor communities at the time due to the lack of local involvement in the development of the plan, and the tremendous impacts to property that widening the roadway would produce. Despite the lack of community support, portions of the plan have been implemented, primarily in Seabrook and in Portsmouth where much of US 1 is built out to the five lane typical. In addition, many intersections along the corridor were improved based on this study and requirements for commercial and residential development. The study is guided by a Corridor Study Advisory Committee made up of local officials, representatives from the MPO and RPC staff, and the NHDOT. This committee is critical to the study in that it will both oversee the work effort, but also guide its outcome, including helping to develop recommendations and prioritize projects

The current study is updating the 1989 study by evaluating and prioritizing all road improvements likely to be needed over the next 20 years, including conceptual designs and estimated costs. It would expand and improve upon the original study by also including an access management component, considering design alternatives appropriate to the communities and surrounding development ("context sensitive design"), consider bicycle and pedestrian and public transportation needs, and consider aesthetic and landscaping elements. The study is not a construction project and it will not result in any immediate changes in the roadway, but will identify and prioritize projects for funding in the State 10-Year Transportation Improvement Program or through other available means. The project is divided into three phases:

**Phase 1: Existing Conditions** – This phase will involve data collection, development of base maps and performing capacity and level of service analysis on the existing roadway.

**Phase 2: Development of Project Alternatives** – This phase involves utilizing the information from existing conditions to forecast future traffic volumes and patterns and develop necessary improvements. This phase of the project will require extensive public involvement to ensure that improvements are designed that are appropriate to the community that they are in. This early coordination with the community will facilitate the construction of the projects in the future.

**Phase 3: Management Plan** – This phase is essentially the development and approval of the corridor management plan. This will include discussion of all the recommended improvements the infrastructure, as well as an access management plan that will lay out policies and practices that will maintain and improve traffic flow and safety of the roadway as land use changes occur.

Work is progressing on the project after some delay. Phase 1 is substantially completed, and Phase 2 is well under way with future land use levels, traffic volumes, and roadway conditions estimated. The June 14<sup>th</sup>, 2005 Public Information Meeting is intended to show the work completed so far and more importantly, gather community input on the future design options for the corridor and it's various parts.