



Engineering Services Division

Project Supporting Documents

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- [Project Overview: December 18, 2013 Presentation](#)
- [Lane-Use Cross Section Plan](#)
- [Conceptual Layout Plans](#)
[Hazen Drive to East Side Drive](#)
[East Side Drive to D'Amante Drive](#)
- [Afternoon Peak Traffic Simulations \(Segment between Hazen Drive and the pedestrian crossing at McDonalds\):](#)
[Existing 4-Lane Operation](#)
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Submit Comments:

LoudonRoadComments@concordnh.gov



CIP 19: Loudon Road Corridor Improvements

Concord, NH

Project Background

Loudon Road (NH Route 9) is one of Concord's major arterial streets, connecting the downtown area and I-93 to the west with the dense residential and commercial areas on the Heights, including regional retail centers, to the east. The unique 1.6-mile central portion of the corridor, roughly between Hazen Drive/Airport Road and D'Amante Drive/Steeplegate Mall is generally limited to two travel lanes in each direction without shoulders or turn lanes. Traffic volumes in excess of 20,000 vehicles per day travel this corridor segment which is accessed by multiple side streets and numerous uncontrolled commercial and residential driveway openings. In addition to automobile travel, the mixed land uses along the corridor also generate substantial walking, bicycling and bus transit activity.

The Loudon Road corridor has for many years been the most crash-prone corridor in the city. The narrow 4-lane section, not including signalized intersections, averages about 100 reported crashes annually, one-third of which involve injuries. A 2001 corridor study evaluated potential ways to best manage heavy corridor traffic flows, side-street and driveway access, and other non-vehicle travel needs. Considering limited right-of-way width, abutting land development, and neighborhood livability factors, a conversion of this section of the corridor from 4-lanes to 3-lanes was recommended, along with development of alternate routes that could act to divert some through traffic away from Loudon Road. Regional Drive, completed in 2004, provided this alternate east-west corridor and has been successful in attracting several thousand daily vehicles from otherwise using Loudon Road. In 2011, Engineering Services began development of a conceptual design study of corridor improvement needs. The following year, the NHDOT, recognizing the need to improve corridor safety, agreed to partner with the city in funding the lane-conversion project under their Highway Safety Improvement Program (90% state/10% city match).

Project Purpose and Need

- Enhancing safety and reducing crashes. Similar lane-conversion projects nation-wide experience an average 25 percent reduction in crashes.
- Implementing a 'Complete Streets' corridor improvement, including improved sidewalk and street-crossing facilities, safe space for bicycle travel, and improved accessibility at bus stop locations.
- Maintaining the east-west arterial function of the corridor as well as turns at numerous side-streets and driveways.
- Considering future corridor improvements, including: driveway consolidation and alternative access to Loudon Road at controlled intersections; and sidewalk and streetscape improvements.

Project Description

The project will repave Loudon Road, within existing curb lines, from its intersection at Hazen drive/Airport Road easterly to the Old Loudon Road intersection just west of D'Amante Drive. The existing four-lane segments will be restriped to include: one travel lane in each direction; a center two-way left-turn lane; bicycle shoulders on each side. Existing lane use at the three major signalized intersections will be retained to maintain intersection capacity. Each of the five existing pedestrian crosswalks will be reconstructed to include a median refuge island, push-button activated crosswalk beacons, and accessible ramps. At select locations, raised curb and sidewalks will be extended to narrow overly-wide driveway openings to enhance walking safety.

Engineering Services hosted a public information meeting on the project on December 18, 2013. A final report including public feedback received will be submitted to City Council in January for a February 10, 2014 public hearing and project authorization. Design and construction is programmed in FY 2014.