

Candia 41592

NH 43 / NH 27 / Raymond Road Intersection Improvements

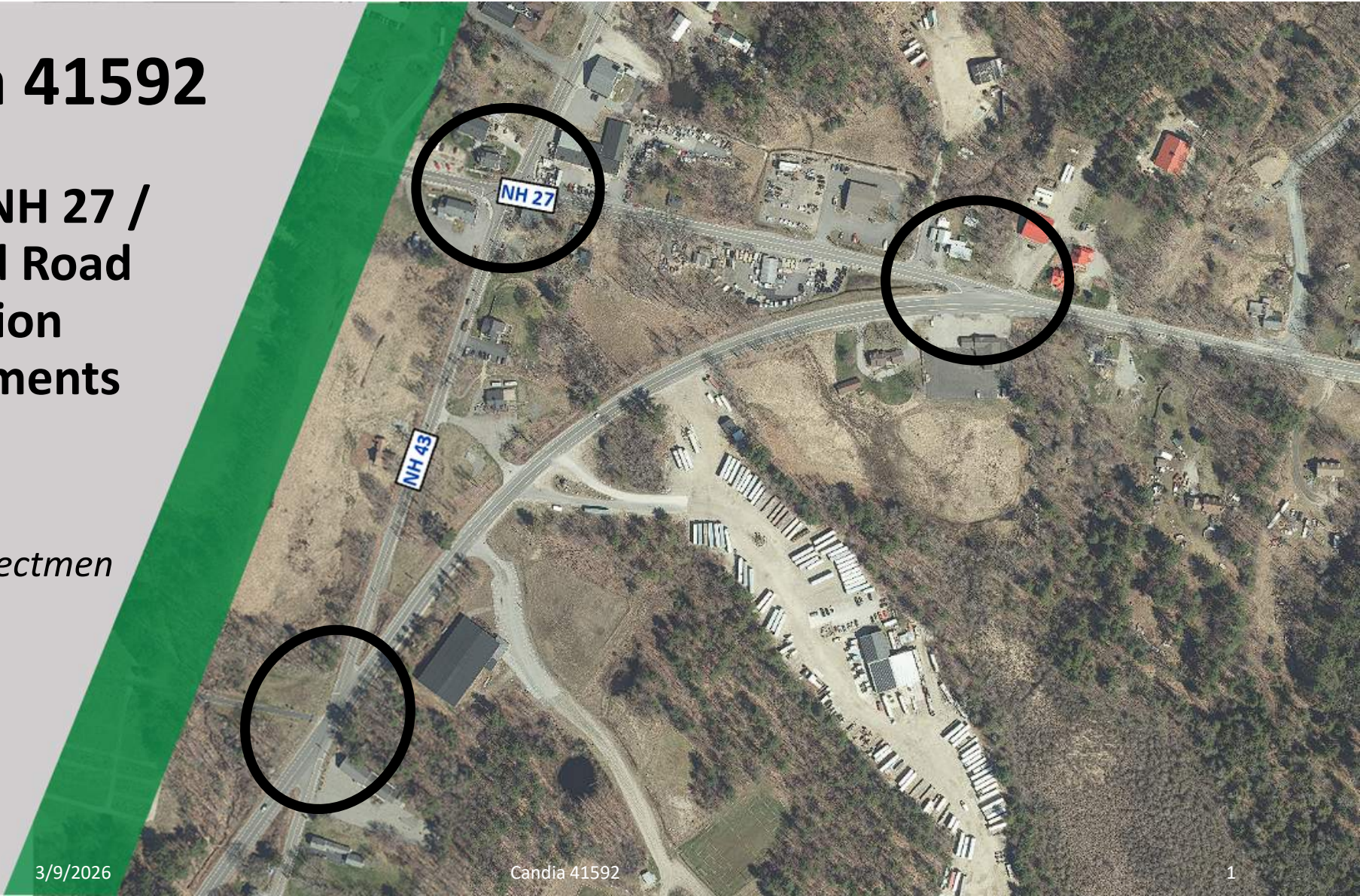
3/23/2026

*Board of Selectmen
Meeting*



3/9/2026

Candia 41592



NH Department Of Transportation



OUR MISSION

Serving and connecting New Hampshire through transportation

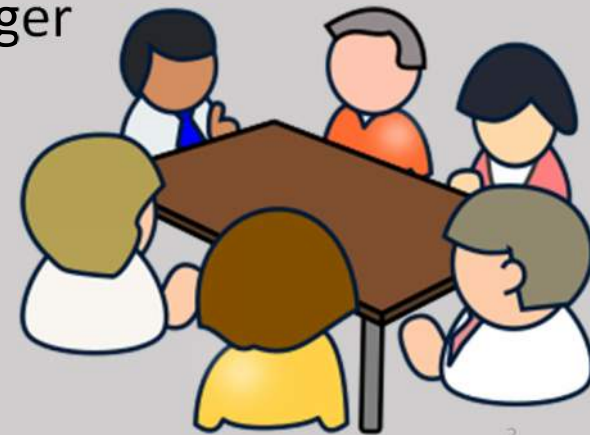
OUR VISION

A safe, reliable, connected, and multimodal transportation system, effectively managed by a dedicated and skilled workforce



Introductions

- Mike Dugas GPI Project Manager
- Andrew Martel NHDOT Design Engineer
- Michael Hlushuk NHDOT Design Engineer
- Emma Bell NHDOT Safety Engineer
- Dan Prehemo NHDOT Roadway Design Group Leader
- Dillan Schmidt NHDOT Environmental Manager
- Brett Rusnock NHDOT Project Manager



Purpose and Need

Purpose:

To improve the safety and efficiency of the transportation network at the intersections of NH 43, NH 27, and Raymond Road.

Need:

The subject intersections have poor geometry, are inefficient, and lack pedestrian access. The intersection of NH 43, Raymond Road, and Main Street has a high crash rate with serious injuries.



National Historic Preservation Act Section 106 – Consulting Parties

Interested persons or organizations may request **Consulting Party** status from FHWA:

Jamie Sikora
Environmental Program Manager
Federal Highway Administration
NH Division Office
53 Pleasant St, Suite 200
Concord, NH 03301
Jamie.Sikora@fhwa.dot.gov

More Information:

<https://www.dot.nh.gov/projects-plans-and-programs/programs/cultural-resources>

Regulatory Requirements
In the National Historic Preservation Act (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the Nation as a living part of community life. Section 106 of the NHPA is crucial to that program, because it requires consideration of historic preservation in the multitude of Federal actions that take place nationwide and throughout New Hampshire.
Section 106 requires Federal agencies to consider the effects of their actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on Federal projects prior to implementation.
Consulting parties provide input throughout the Section 106 process, including the identification efforts and developing reasonable mitigation measures when adverse effects cannot be avoided.

For more information on becoming a consulting party or to request consulting party status on a project, please contact:
Jamie Sikora
NH Division
Environmental Program Manager
Federal Highway Administration
53 Pleasant Street, Suite 200
Concord, NH 03301
Jamie.Sikora@dot.gov

Section 106 Consulting Party Process in New Hampshire

U.S. Department of Transportation Federal Highway Administration
New Hampshire DOT Department of Transportation



Avoid Minimize Mitigate

Consulting party status entitles the participant to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with FHWA and other consulting parties.

Who Are "Consulting Parties"?
Certain parties are entitled to participate per the Section 106 regulations. FHWA must identify and invite to participate:
• Applicants
• State Historic Preservation Officer (SHPO)
• Tribal Historic Preservation Officer (THPO)
• Tribes
• Local Governments

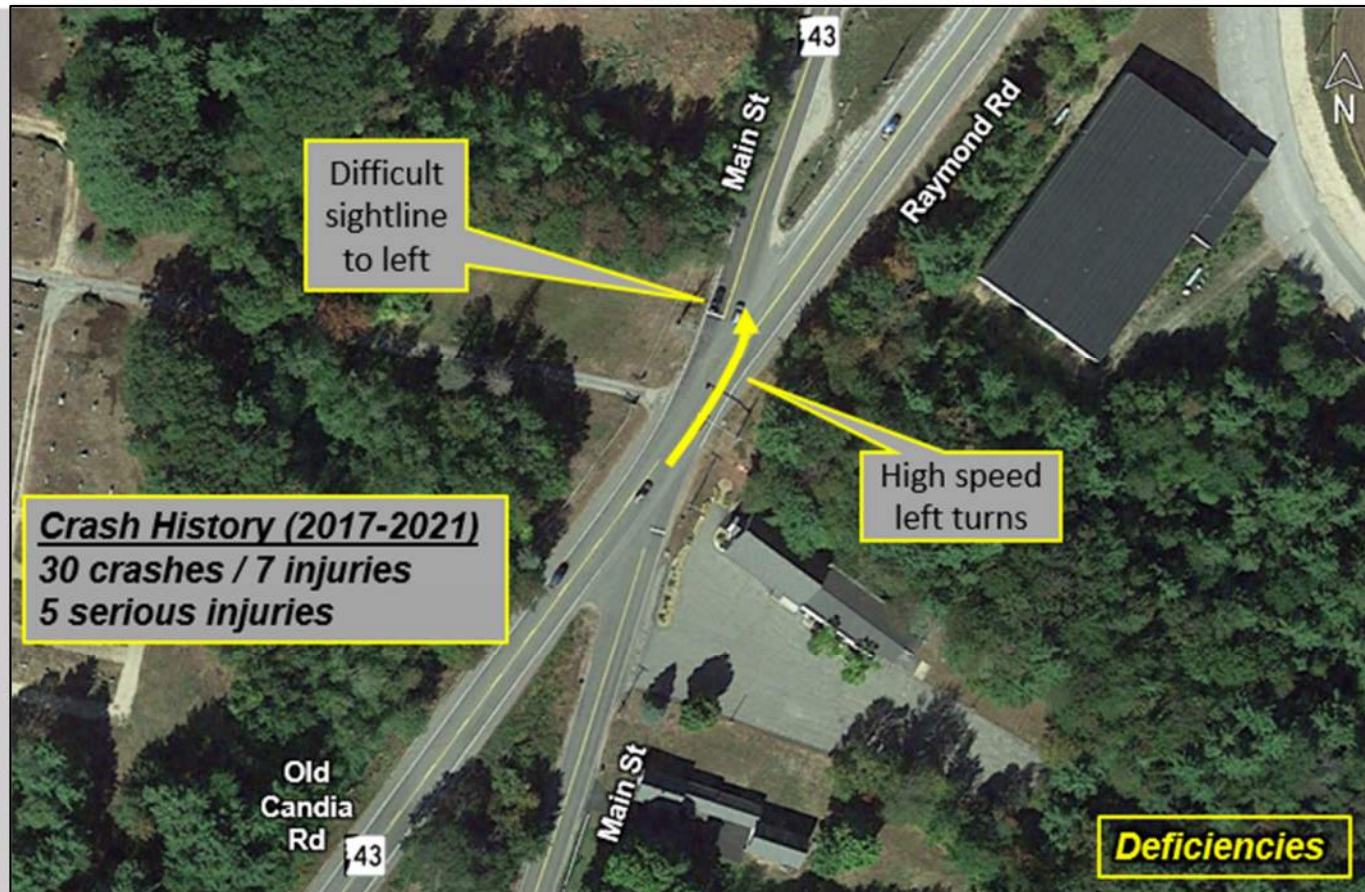
Who Else?
Individuals or organizations with a demonstrated interest in the project, including a legal or economic interest, or who are concerned with the effects of the project on historic properties, may request to be consulting parties.
• Abutters
• Historical Society
• Heritage Commission

Public Participation
The New Hampshire Department of Transportation actively seeks comments through their public participation process.
Consultation does not mandate a specific outcome, rather it is the process of seeking consensus about how the effects on historic properties should be handled.

Review Process
To successfully complete Section 106 Review, Federal agencies must:
• Determine if Section 106 applies to the undertaking, and, if so, initiate the review;
• Identify the Area of Potential Effects and gather information to determine if there are historic or archaeological resources in the project area;
• Explore alternatives to avoid or reduce harm to historic resources;
• Determine how historic resources may be affected; and
• Reach an agreement with the SHPO/THPO on measures to mitigate adverse effects.

Most projects include one or more public informational meetings to inform the public and solicit input. Consulting Parties will also be informed if a project will be reviewed at one of NHDOT's Cultural Resource Agency Meetings, held the 2nd Thursday of each month.

Existing Conditions – NH 43 / Raymond Rd



Improvement Concepts NH 43 / Raymond Rd – Concept 1

Pros

- Favors predominant traffic flow – fewer turns
- 90-degree intersections improve sightlines and safety
- Separates intersection from Main St (south)
- New sidewalk connection

Cons

- No control of NB traffic toward village
- Property impacts
- Raymond Rd traffic must turn



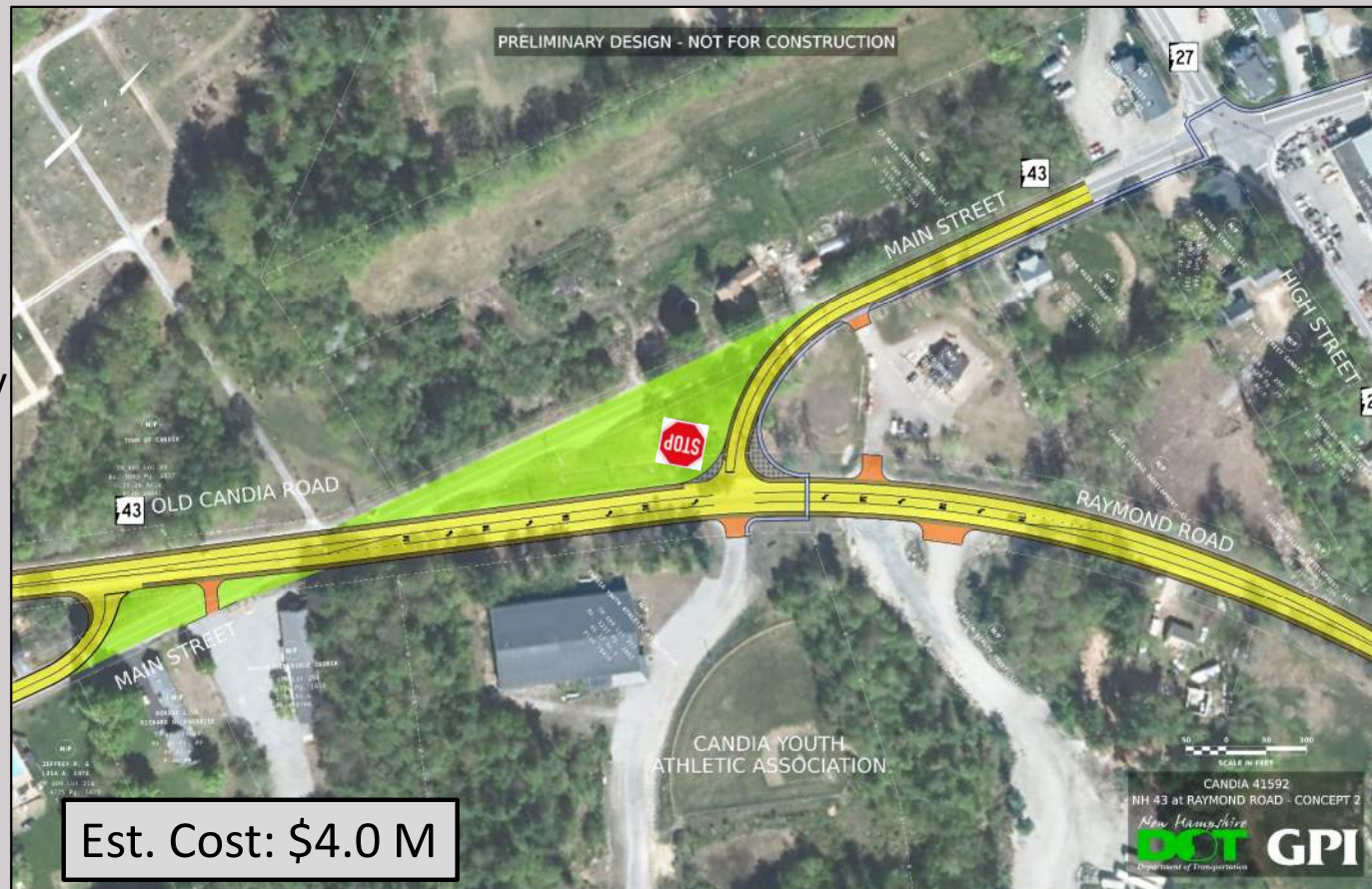
Improvement Concepts NH 43 / Raymond Rd – Concept 2

Pros

- NB speed control toward Four Corners
- Main St aligned with CYAA driveway
- 90-degree intersections improve sightlines and safety
- New sidewalk connection

Cons

- Predominant traffic must turn at intersection
- No speed control along Raymond Rd
- Property impacts



Improvement Concepts NH 43 / Raymond Rd – Concept 3

Pros

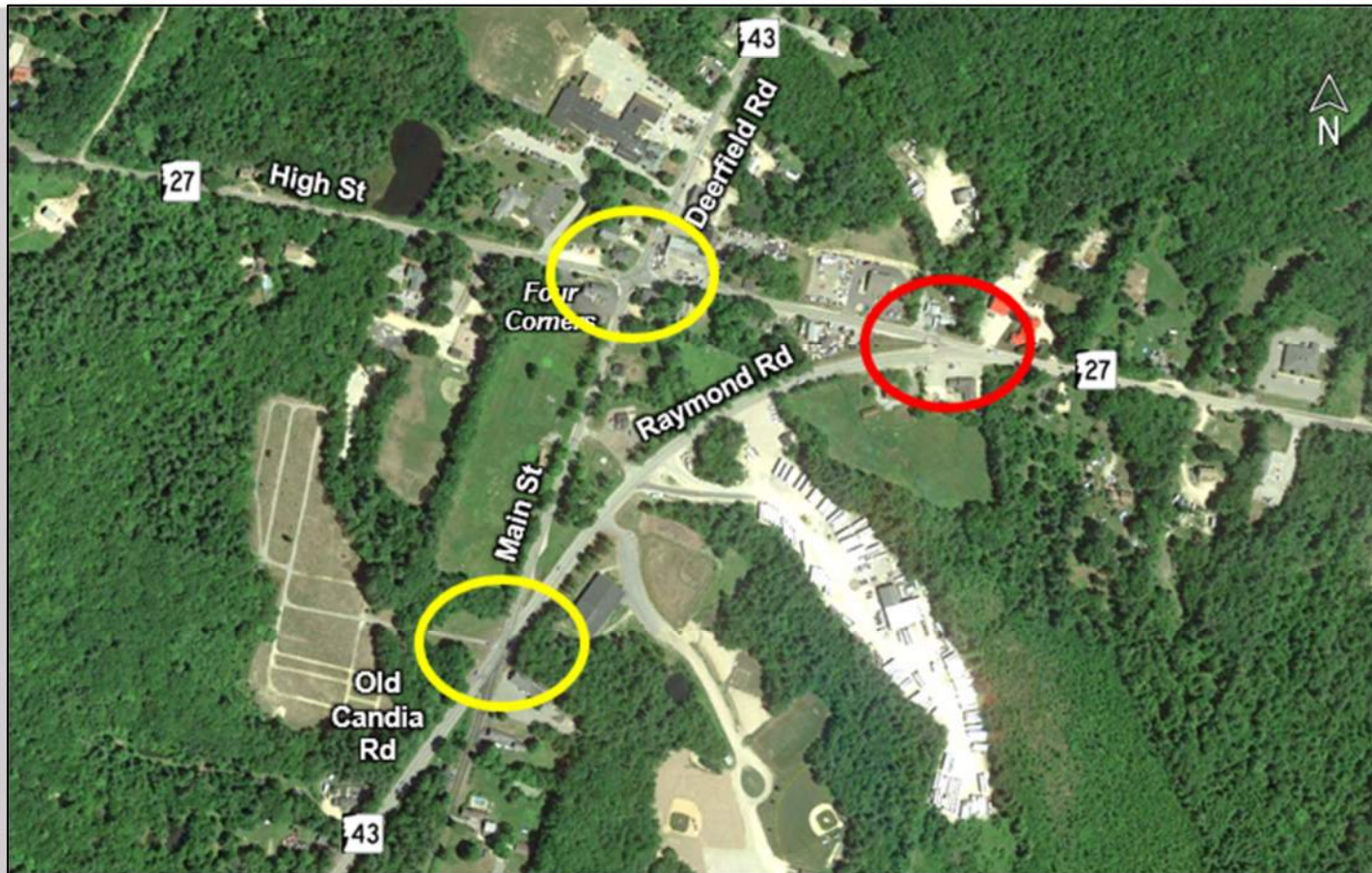
- Safest / most efficient option
- Speed control on all approaches
- All movements have good sightlines
- Safe pedestrian crossings
- Aligned with CYAA driveway
- New sidewalk connection
- Gateway treatment

Cons

- Property impacts
- Highest initial cost



Existing Conditions



Existing Conditions – NH 27 / Raymond Rd



Improvement Concepts NH 27 / Raymond Rd

Pros

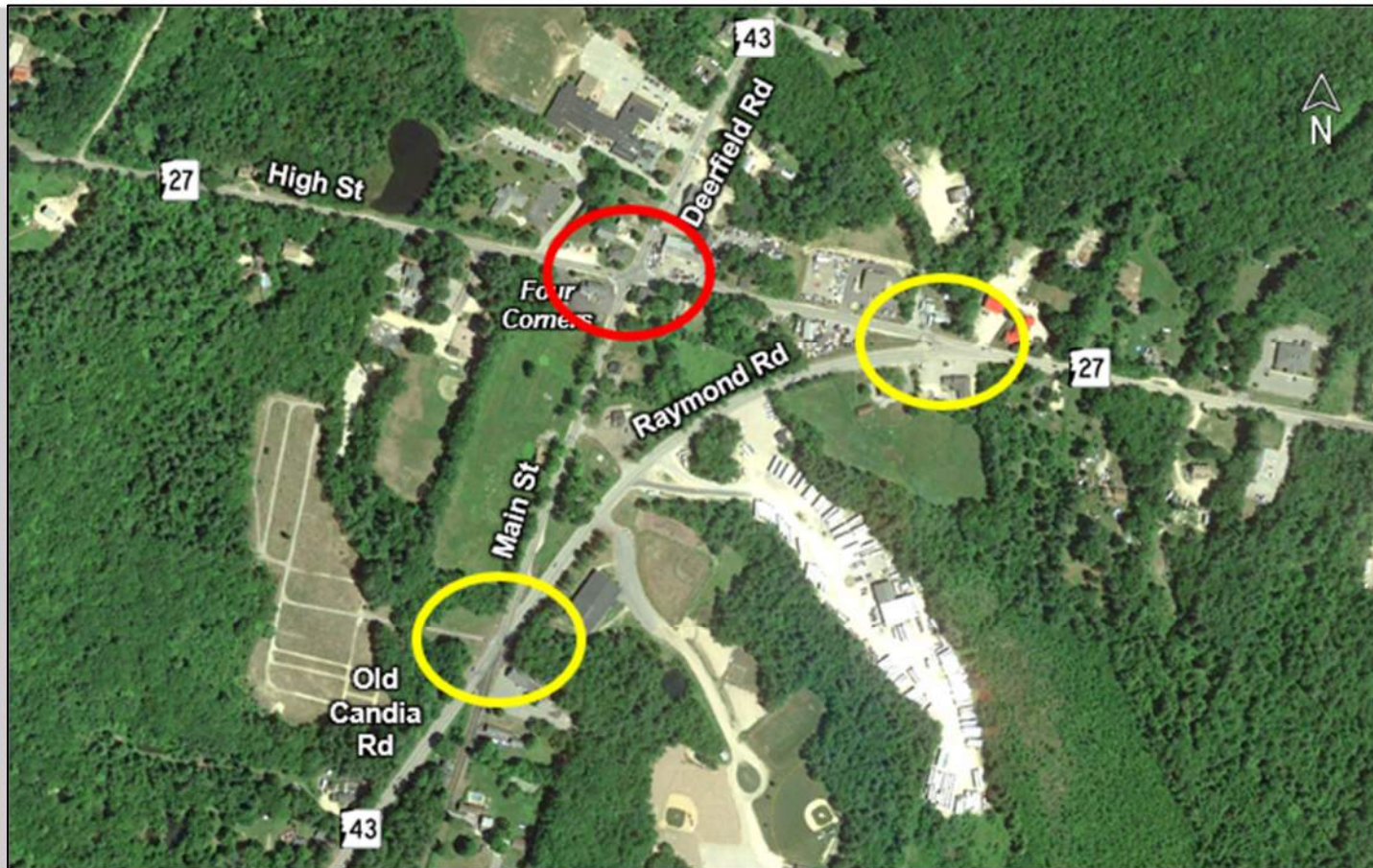
- Allows all vehicle turns
- Controls speed of WB right turns
- 90-degree intersections improve sightlines and safety
- Incorporate stormwater improvements

Cons

- Property impacts
- Headlights directed at house



Existing Conditions

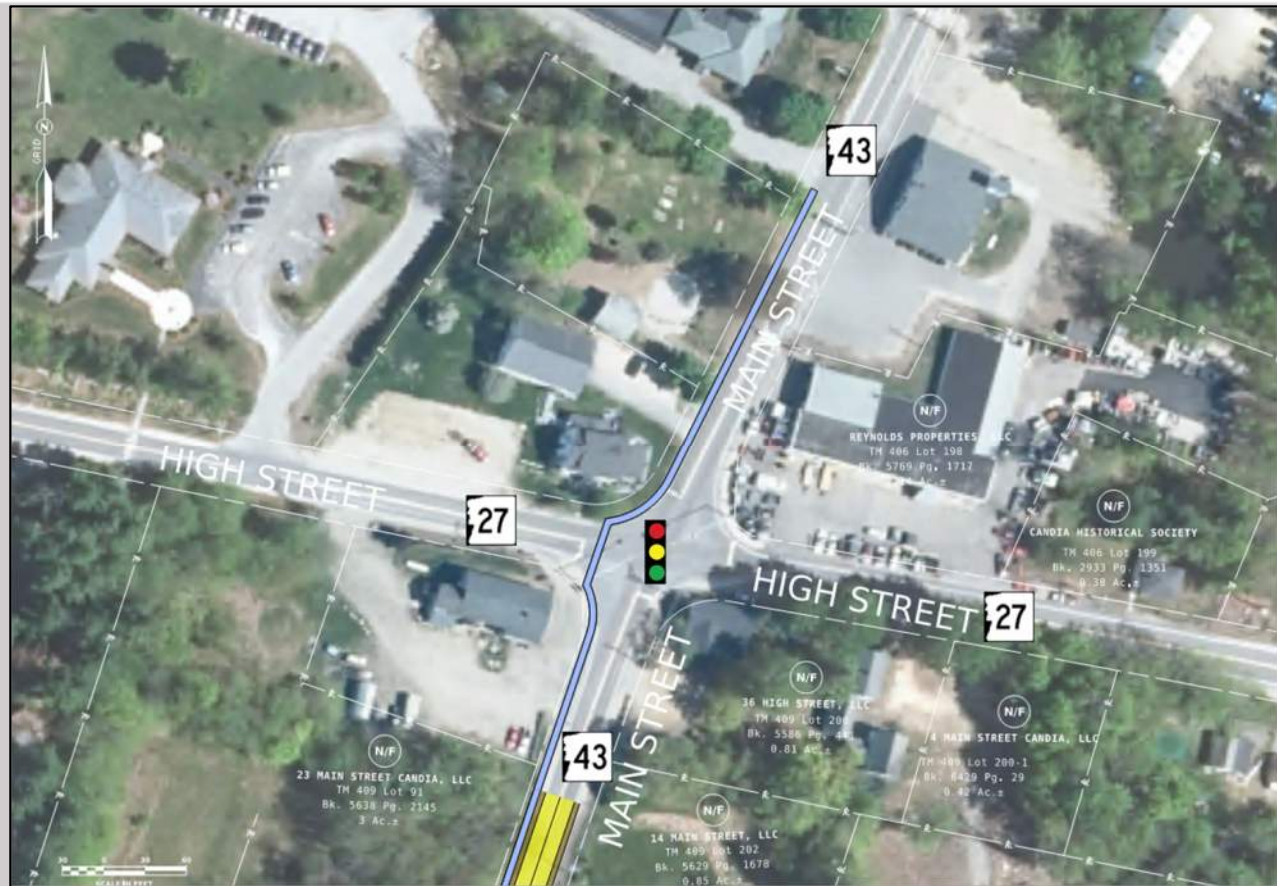


Existing Conditions – NH 43 / NH 27



Improvement Concepts Four Corners (NH 43 / NH 27)

- Proposed sidewalk
 - Extend from school to CYAA
 - Add pedestrian signals
 - Town maintenance
- Evaluate traffic operations
 - Traffic volumes not high enough to justify
 - Poor sightline from High St WB
 - Long queues with AWSC



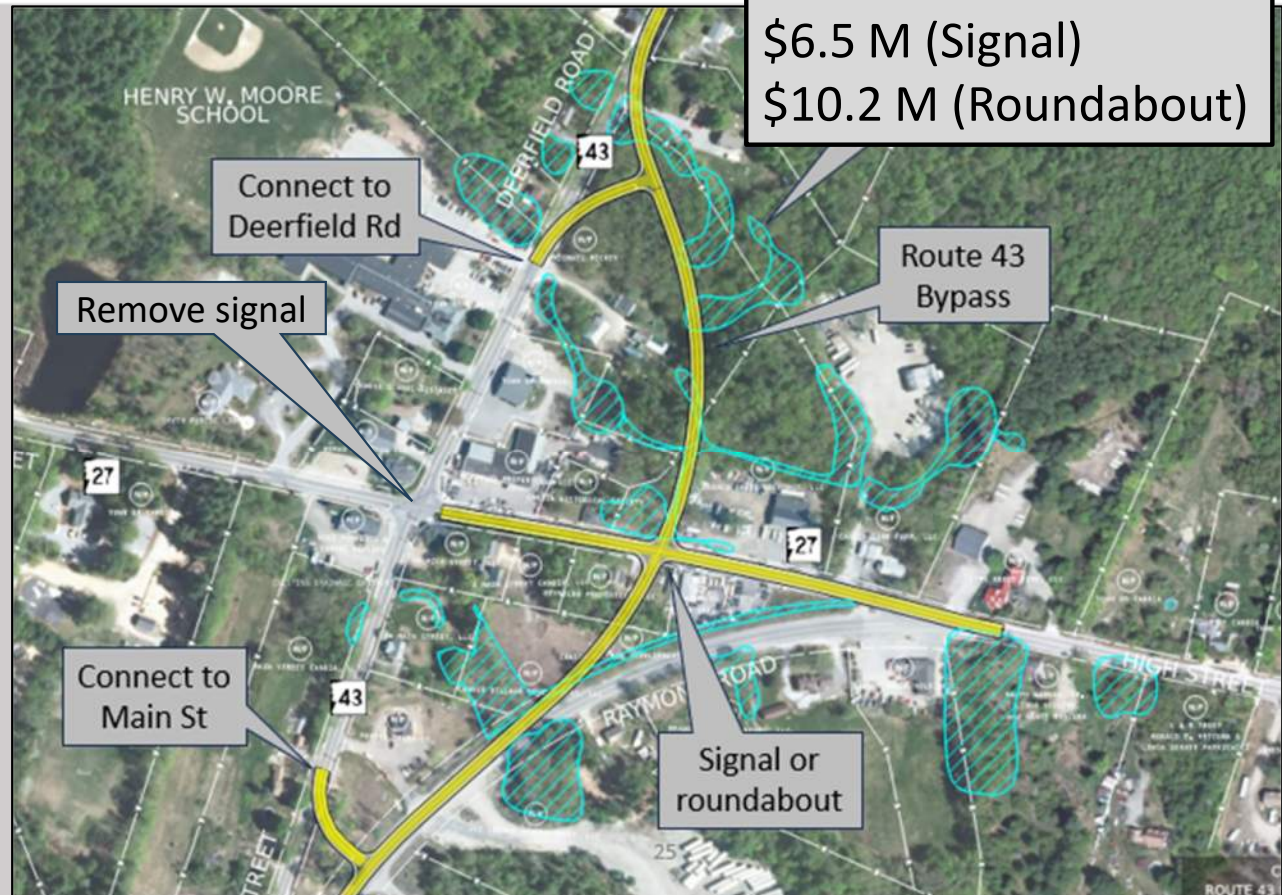
Improvement Concepts NH 43 Bypass

Pros

- NH 43 traffic diverted
- Signal could be eliminated
- Separates intersection from Main St (south)

Cons

- Significant property impacts
- Significant wetland impacts
- Main St / Deerfield Rd segments relinquished to town
- New road may add confusion to local navigation
- High initial cost



11/2025 Public Informational Meeting

What we heard

1. Focus improvements on Route 43 / Raymond Rd intersection
 - There was some support for all concepts – strongest support for roundabout
 - Minimize work if needed to control cost and expedite implementation
2. Improvements not essential at Route 43 / Main St (south) or Route 27 / Raymond Rd
3. Four Corners – leave as is?
4. Sidewalk – tacit support?
5. Bypass – concerns with cost, impacts (property, wetlands)