

US 1 CORRIDOR PLAN

Appendix A: Maps and Full Page Figures

Appendix B: Historic Resources Survey



November, 2011

Town of Hampton
Town of Hampton Falls
Town of North Hampton
City of Portsmouth
Town of Rye
Town of Seabrook

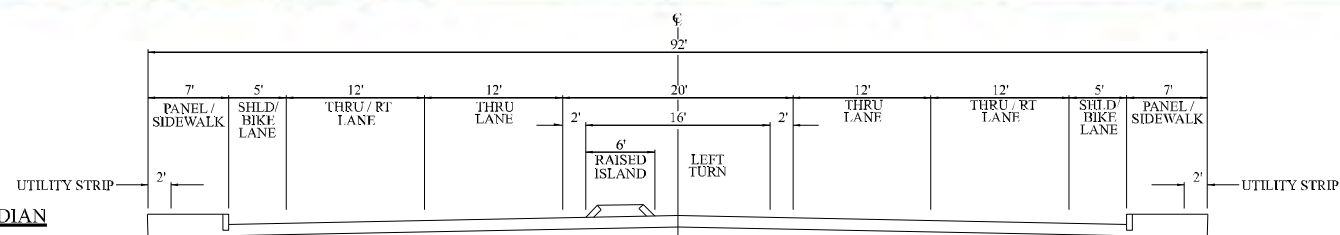
TABLE OF CONTENTS

Map 1-1: Corridor Study Area Overview	2	Figure 3-8: Future Weekday AM Intersection Turning Volumes - US 1 Corridor Southern Section.....	24
Map 1-2: Issues and Opportunities US 1 Corridor Southern Section	3	Figure 3-8: Future Weekday AM Intersection Turning Volumes - US 1 Corridor Northern Section	25
Map 1-3: Issues and Opportunities US 1 Corridor Northern Section.....	4	Figure 3-9: Future Weekday PM Intersection Turning Volumes - US 1 Corridor Southern Section	26
Map 2-1: Corridor Zoning US 1 Corridor Southern Section	5	Figure 3-9: Future Weekday PM Intersection Turning Volumes - US 1 Corridor Northern Section.....	27
Map 2-2: Corridor Zoning US 1 Corridor Northern Section	6	Figure 3-10: Future Saturday Mid-day Intersection Turning Volumes - US 1 Corridor Southern Section	28
Map 2-3: Land Use US 1 Corridor Southern Section.....	7	Figure 3-10: Future Saturday Mid-day Intersection Turning Volumes - US 1 Corridor Northern Section.....	29
Map 2-4: Land Use US 1 Corridor Northern Section	8	Figures 4-1 through 4-9 Proposed Seabrook Improvements	30
Land Use Symbology for Maps 2-3 & 2-4.....	9	Figures 4-9 through 4-15 Proposed Hampton Falls Improvements	42
Map 2-5: Natural Services Network US 1 Corridor Southern Section.....	10	Figures 4-15 through 4-26 Proposed Hampton Improvements	48
Map 2-6: Natural Services Network US 1 Corridor Northern Section	11	Figures 4-26 through 4-39 Proposed North Hampton Improvements.....	62
Table 2-4: Portsmouth Zoning	12	Figures 4-39 through 4-42 Proposed Rye Improvements.....	75
Table 2-5: Rye Zoning.....	13	Figures 4-42 through 4-50 Proposed Portsmouth Improvements	78
Table 2-6: Greenland Zoning.....	13	Figure 4-54 Hampton Falls Streetscape Proposal.....	87
Table 2-7: North Hampton Zoning.....	14	Figure 4-55 Hampton Streetscape Proposal.....	88
Table 2-8: Hampton Zoning.....	15	Historic Resources Windshield Inventory.....	89
Table 2-9: Hampton Falls Zoning.....	16		
Table 2-10: Seabrook Zoning.....	17		
Figure 3-5: Existing Weekday AM Intersection Turning Volumes - US 1 Corridor Southern Section.....	18		
Figure 3-5: Existing Weekday AM Intersection Turning Volumes - US 1 Corridor Northern Section	19		
Figure 3-6: Existing Weekday PM Intersection Turning Volumes - US 1 Corridor Southern Section	20		
Figure 3-6: Existing Weekday PM Intersection Turning Volumes - US 1 Corridor Northern Section	21		
Figure 3-7: Existing Saturday Mid-Day Intersection Turning Volumes - US 1 Corridor Southern Section	22		
Figure 3-7: Existing Saturday Mid-Day Intersection Turning Volumes - US 1 Corridor Northern Section.....	23		



TRAFFIC VOLUMES
 2002 ADT - 19,800
 2022 ADT - 29,400

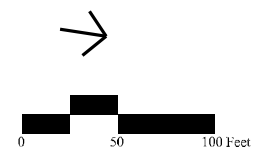
FIVE LANE TYPICAL W/ 16' MEDIAN



- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

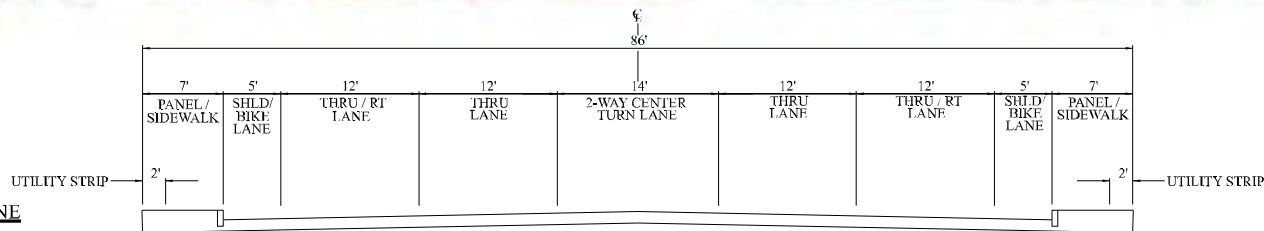
Figure 4-26
 Long Range Improvements
 US Route 1
 Corridor Management Study





TRAFFIC VOLUMES
 2002 ADT - 20,000
 2022 ADT - 29,700

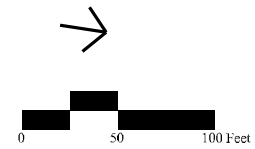
FIVE LANE TYPICAL W/ 2-WAY CENTER TURN LANE



- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

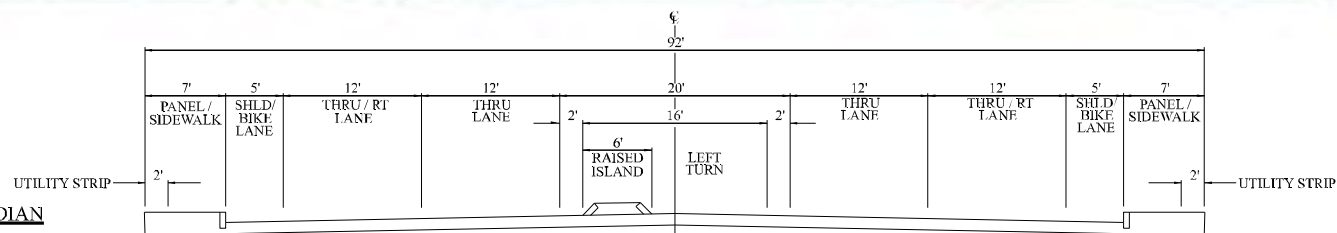
Figure 4-27
 Long Range Improvements
 US Route 1
 Corridor Management Study





TRAFFIC VOLUMES
 2002 ADT - 20,800
 2022 ADT - 31,000

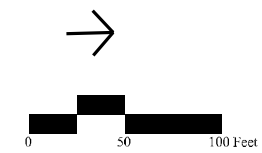
FIVE LANE TYPICAL W/ 16' MEDIAN



- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

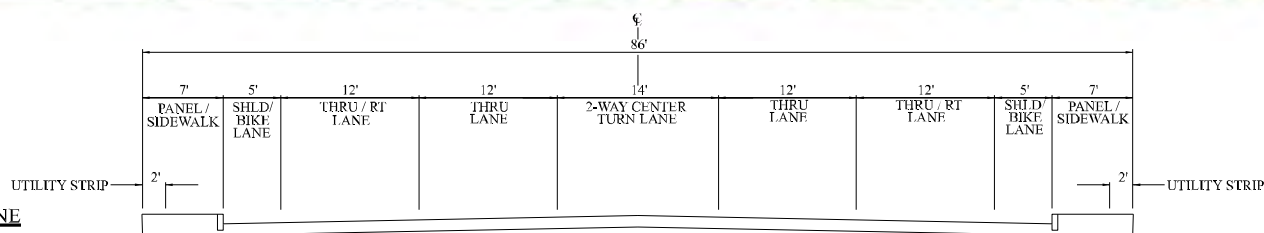
Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-28
 Long Range Improvements
 US Route 1
 Corridor Management Study



TRAFFIC VOLUMES
 2002 ADT - 17,100
 2022 ADT - 25,400

FIVE LANE TYPICAL W/ 2-WAY CENTER TURN LANE



- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

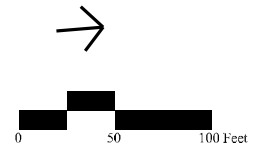
Figure 4-29
 Long Range Improvements
 US Route 1
 Corridor Management Study



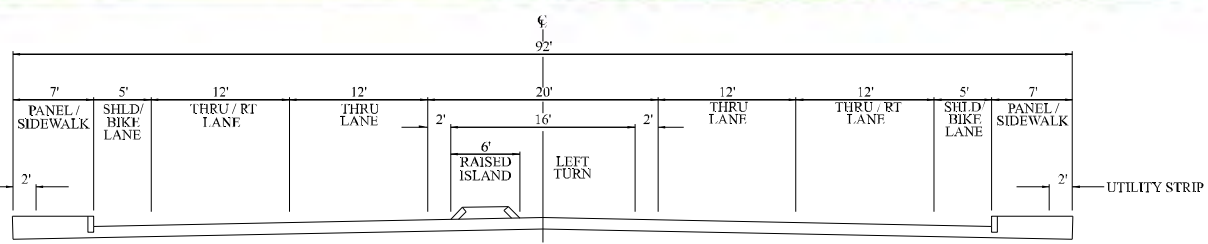
MATCH TO SHEET 29

MATCH TO SHEET 31

TRAFFIC VOLUMES
 2002 ADT - 17,000
 2022 ADT - 25,400



FIVE LANE TYPICAL W/ 16' MEDIAN



- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

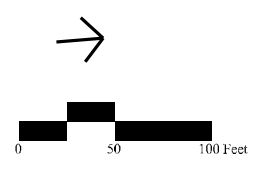
Figure 4-30
 Long Range Improvements
 US Route 1
 Corridor Management Study



MATCH TO SHEET 30

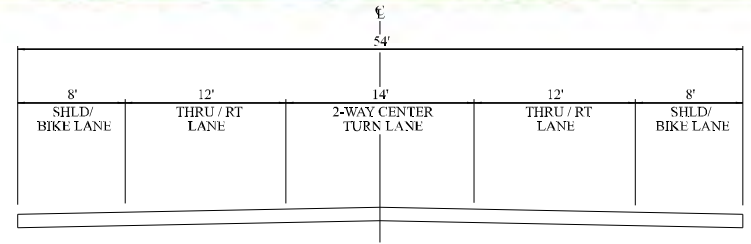
MATCH TO SHEET 32

ROUTE 1



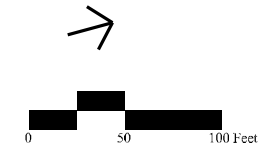
TRAFFIC VOLUMES
 2002 ADT - 16,700
 2022 ADT - 24,900

THREE LANE TYPICAL



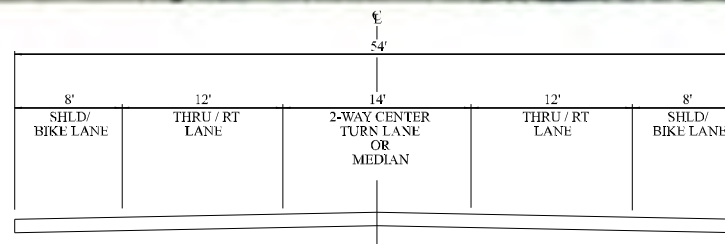
- LEGEND**
- S TRAFFIC SIGNAL
 - T TRANSIT STOP

Figure 4-31
 Long Range Improvements
 US Route 1
 Corridor Management Study



TRAFFIC VOLUMES
 2002 ADT - 16,700
 2022 ADT - 24,900

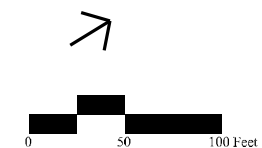
THREE LANE TYPICAL



- LEGEND**
- TRAFFIC SIGNAL
 - TRANSIT STOP

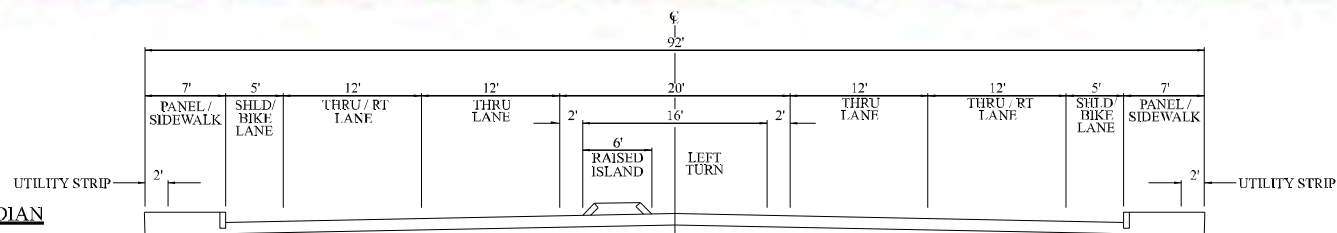
Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-32
 Long Range Improvements
 US Route 1
 Corridor Management Study

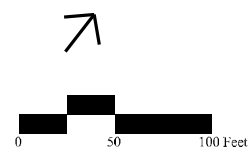


TRAFFIC VOLUMES
 2002 ADT - 16,700
 2022 ADT - 24,900

FIVE LANE TYPICAL W/ 16' MEDIAN

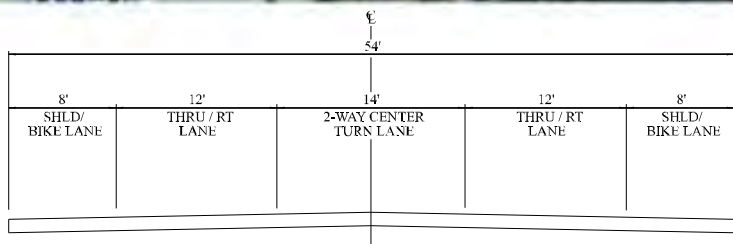


- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP



TRAFFIC VOLUMES
 2002 ADT - 22,100
 2022 ADT - 32,900

THREE LANE TYPICAL



- LEGEND**
- TRAFFIC SIGNAL
 - TRANSIT STOP



TRAFFIC VOLUMES
 2002 ADT - 22,100
 2022 ADT - 32,900

6'
54'

8' SHLD/ BIKE LANE	12' THRU / RT LANE	14' 2-WAY CENTER TURN LANE	12' THRU / RT LANE	8' SHLD/ BIKE LANE
--------------------------	--------------------------	----------------------------------	--------------------------	--------------------------

THREE LANE TYPICAL

LEGEND

(S) TRAFFIC SIGNAL
 (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-35
 Long Range Improvements
 US Route 1
 Corridor Management Study



MATCH TO SHEET 35

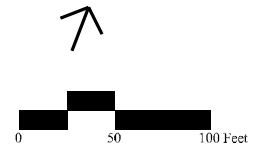
MATCH TO SHEET 37

ROUTE 1

S

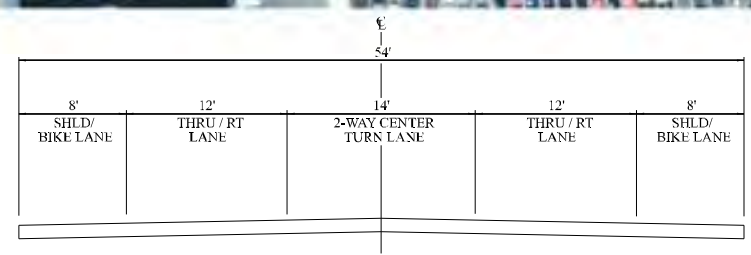
T

T



TRAFFIC VOLUMES
 2002 ADT - 22,300
 2022 ADT - 33,100

THREE LANE TYPICAL

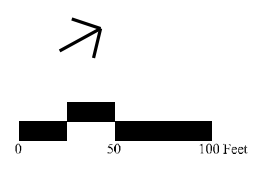


- LEGEND**
- S TRAFFIC SIGNAL
 - T TRANSIT STOP



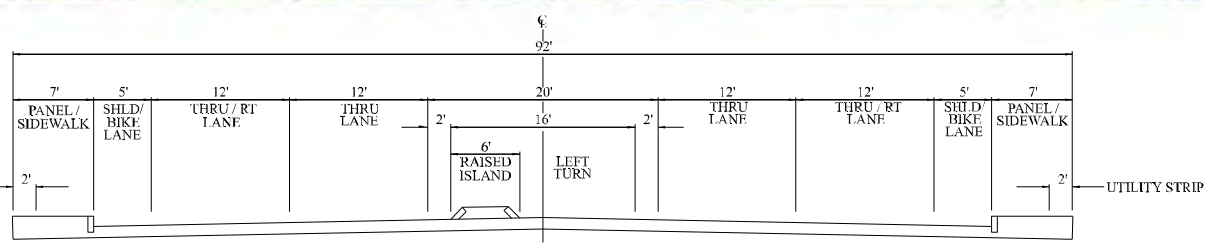
MATCH TO SHEET 36

MATCH TO SHEET 38



TRAFFIC VOLUMES
 2002 ADT - 22,200
 2022 ADT - 33,100

FIVE LANE TYPICAL W/ 16' MEDIAN



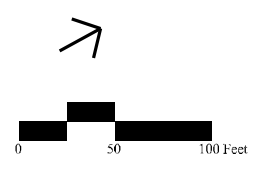
- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

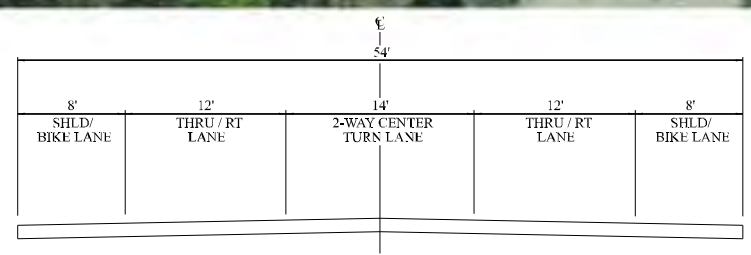
Figure 4-37
 Long Range Improvements
 US Route 1
 Corridor Management Study



TRAFFIC VOLUMES
 2002 ADT - 22,200
 2022 ADT - 33,100



THREE LANE TYPICAL



- LEGEND**
- TRAFFIC SIGNAL
 - TRANSIT STOP



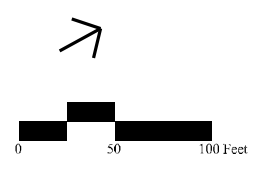
MATCH TO SHEET 38

MATCH TO SHEET 40

ROUTE 1

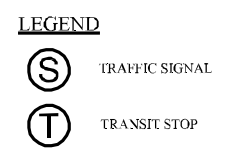
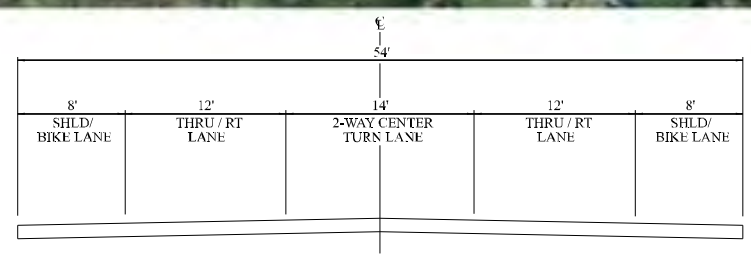
DOW LANE

CLOSE ROADWAY



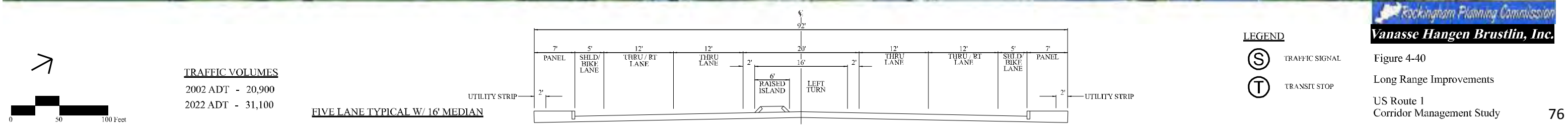
TRAFFIC VOLUMES
 2002 ADT - 20,900
 2022 ADT - 31,100

THREE LANE TYPICAL



Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-39
 Long Range Improvements
 US Route 1
 Corridor Management Study

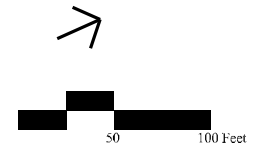




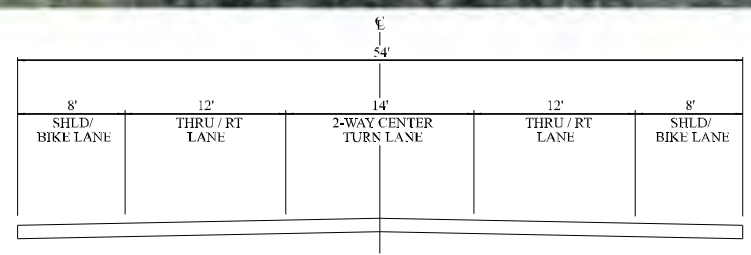
MATCH TO SHEET 40

MATCH TO SHEET 42

TRAFFIC VOLUMES
 2002 ADT - 23,100
 2022 ADT - 34,400



THREE LANE TYPICAL



- LEGEND**
- S TRAFFIC SIGNAL
 - T TRANSIT STOP

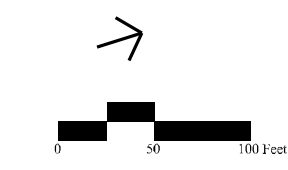
Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-41
 Long Range Improvements
 US Route 1
 Corridor Management Study



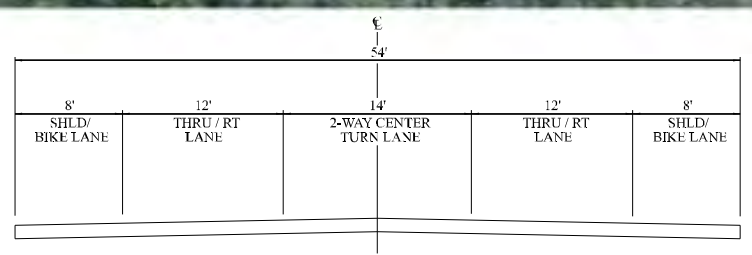
MATCH TO SHEET 41

MATCH TO SHEET 43



TRAFFIC VOLUMES
 2002 ADT - 23,100
 2022 ADT - 34,400

THREE LANE TYPICAL



- LEGEND**
- TRAFFIC SIGNAL
 - TRANSIT STOP

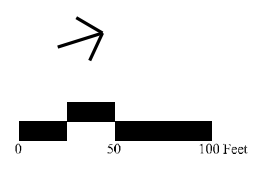


MATCH TO SHEET 43

MATCH TO SHEET 44

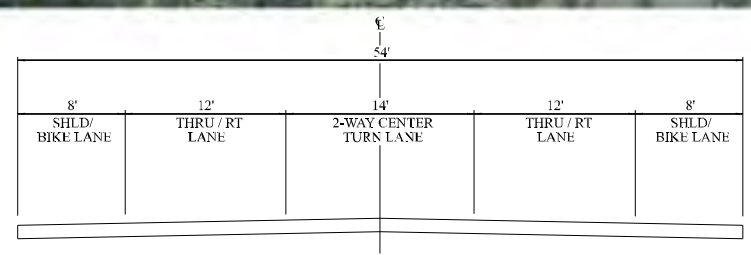
ROUTE 1

COACH ROAD



TRAFFIC VOLUMES
 2002 ADT - 23,100
 2022 ADT - 34,400

THREE LANE TYPICAL



- LEGEND**
- TRAFFIC SIGNAL
 - TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

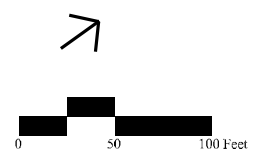
Figure 4-43
 Long Range Improvements
 US Route 1
 Corridor Management Study



MATCH TO SHEET 43

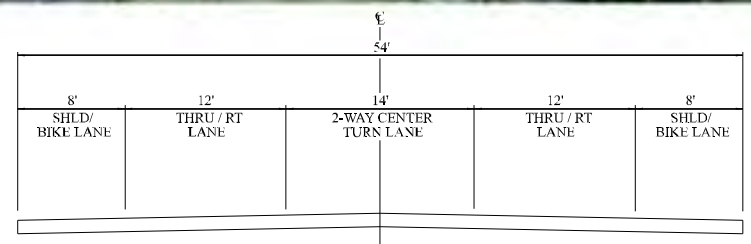
MATCH TO SHEET 45

ROUTE 1



TRAFFIC VOLUMES
 2002 ADT - 23,800
 2022 ADT - 35,400

THREE LANE TYPICAL



- LEGEND**
- S TRAFFIC SIGNAL
 - T TRANSIT STOP



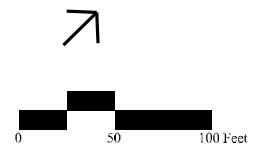
WIDE AREA VIEW



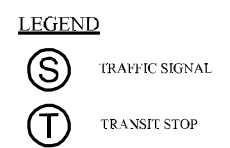
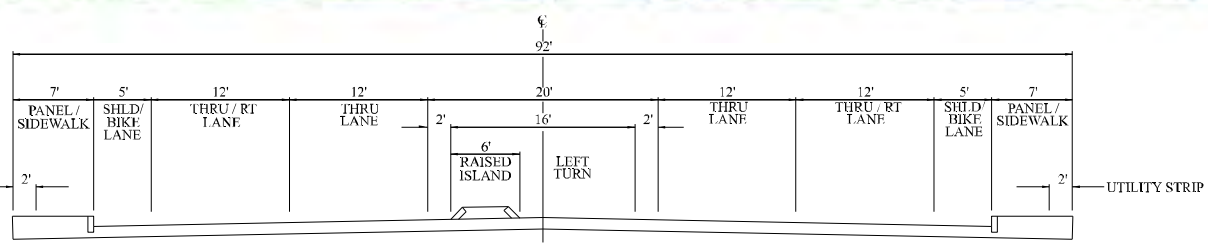
MATCH TO SHEET 43

MATCH TO SHEET 46

TRAFFIC VOLUMES
 2002 ADT - 23,800
 2022 ADT - 35,400



FIVE LANE TYPICAL W/ 16' MEDIAN



Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-45
 Long Range Improvements
 US Route 1
 Corridor Management Study

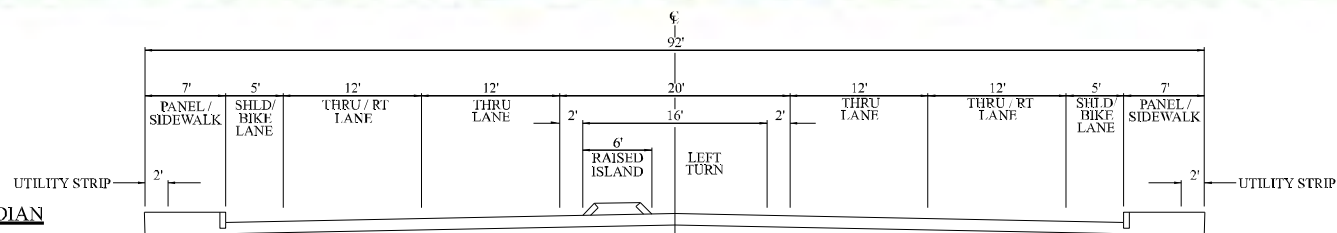


MATCH TO SHEET 45

MATCH TO SHEET 47

TRAFFIC VOLUMES
 2002 ADT - 23,300
 2022 ADT - 34,600

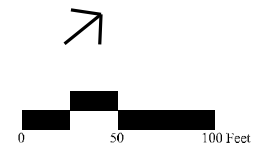
FIVE LANE TYPICAL W/ 16' MEDIAN

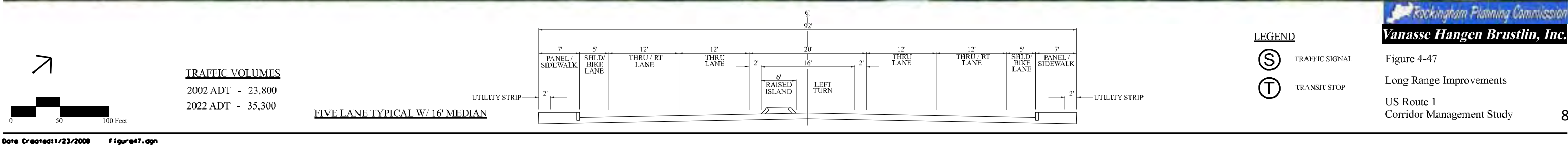


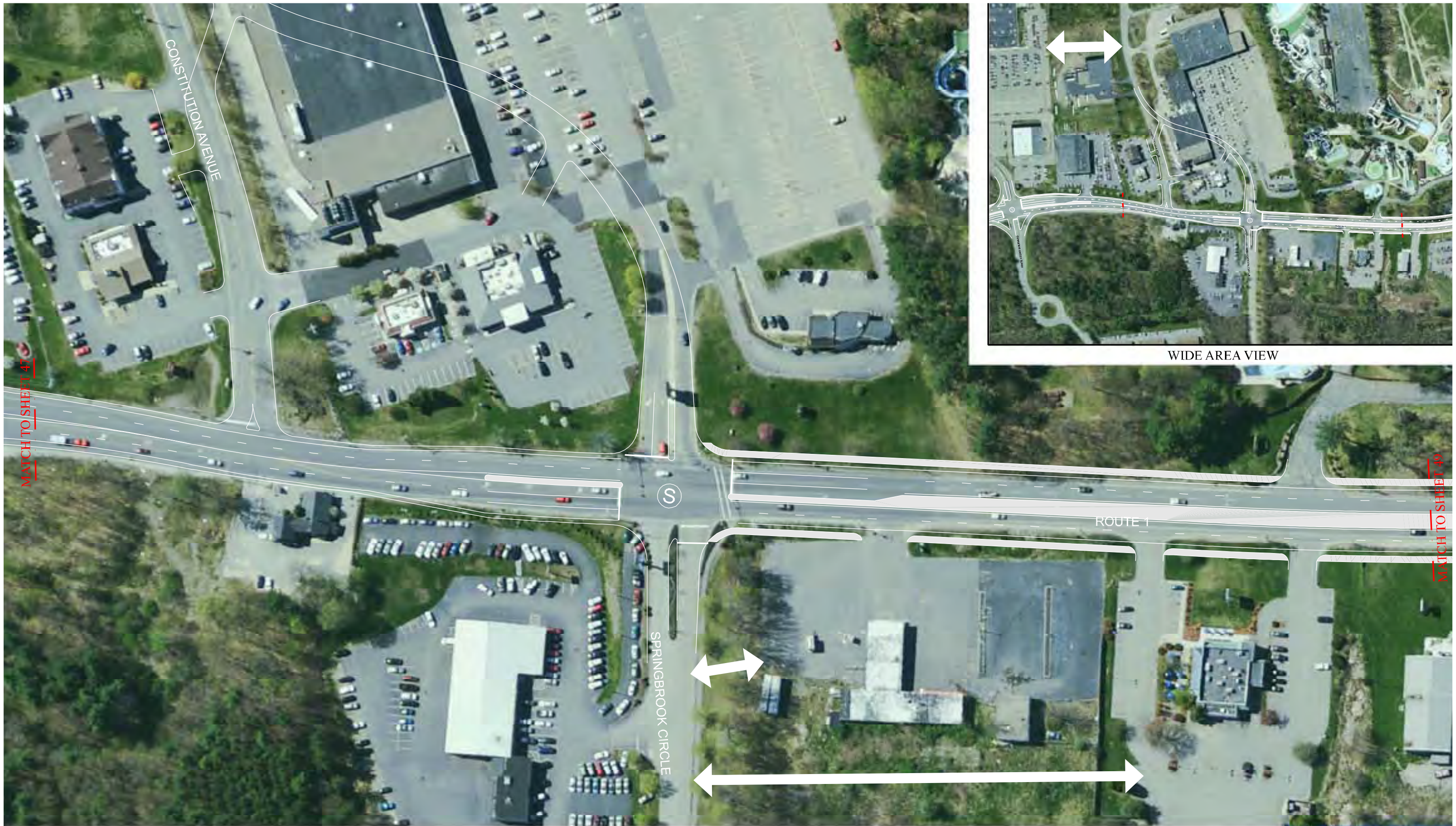
- LEGEND**
- (S) TRAFFIC SIGNAL
 - (T) TRANSIT STOP

Rockingham Planning Commission
Vanasse Hangen Brustlin, Inc.

Figure 4-46
 Long Range Improvements
 US Route 1
 Corridor Management Study







TRAFFIC VOLUMES

2002 ADT - 23,800

2022 ADT - 35,300

FIVE LANE TYPICAL W/ 16' MEDIAN

7'	5'	12'	12'	20'	16'	2'	12'	12'	5'	7'
PANEL/ SIDEWALK	SHLD/ BIKE LANE	THRU/ RT LANE	THRU LANE	6' RAISED ISLAND	LEFT TURN		THRU LANE	THRU/ RT LANE	SHLD/ BIKE LANE	PANEL/ SIDEWALK
				UTILITY STRIP						UTILITY STRIP

LEGEND

(S) TRAFFIC SIGNAL

(T) TRANSIT STOP

Rockingham Planning Commission

Vanasse Hangen Brustlin, Inc

Figure 4-48

Long Range Improvements

US Route 1

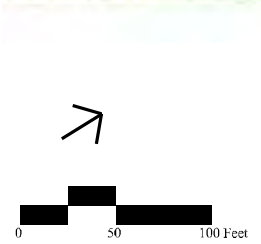
Corridor Management Study



MATCH TO SHEET 48

MATCH TO SHEET 50

Potential Future Signal location



TRAFFIC VOLUMES
 2002 ADT - 23,800
 2022 ADT - 35,300

FIVE LANE TYPICAL W/ 16' MEDIAN

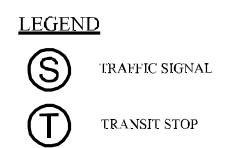
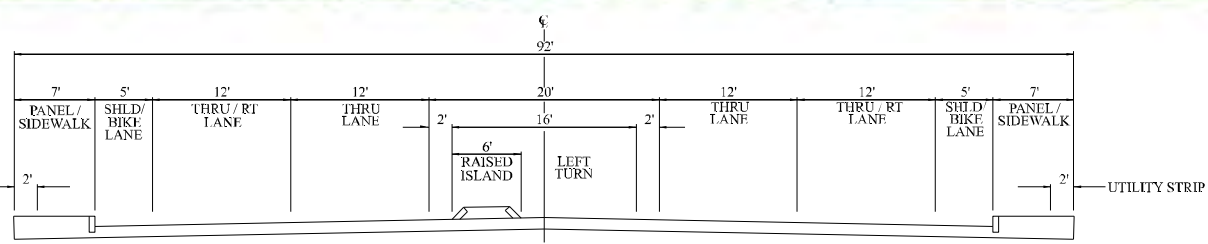
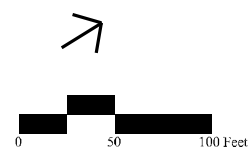


Figure 4-49
 Long Range Improvements
 US Route 1
 Corridor Management Study

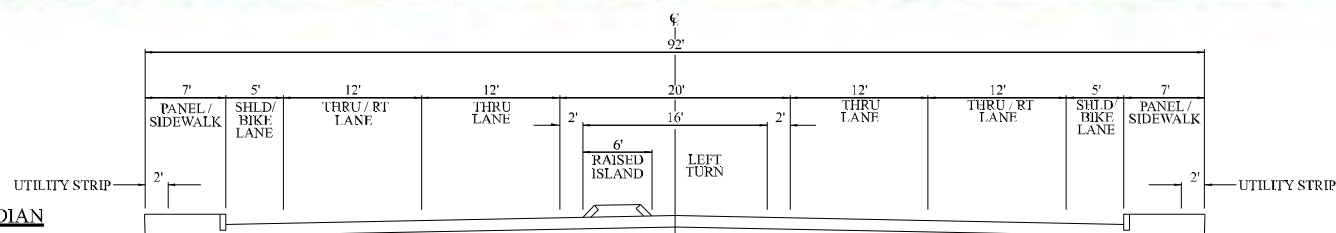


MATCH TO SHEET 49



TRAFFIC VOLUMES
 2002 ADT - 23,800
 2022 ADT - 35,300

FIVE LANE TYPICAL W/ 16' MEDIAN



LEGEND

- TRAFFIC SIGNAL
- TRANSIT STOP



Decorative Lighting

- Should include shields from light impact on adjacent properties
- Could be traditional, colonial, or contemporary style

New Park Area

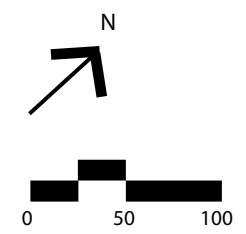
- Remove Existing section of Kensington Road
- Re-establish access to existing properties.
- Establish open, park-like space.

Landscaped Medians

- Use ornamental trees to provide visual separation of lanes.
- Augment landscape with salt and drought tolerant perennials and grasses.
- Where median is less than 5' wide, use hard surface such as textured concrete or granite cobbles.

Street Trees

- Preserve existing mature trees.
- Plant new street trees to fill in gaps on both sides of Route 1, Route 88 and Lincoln Avenue.
- Species may include:
 - Red Maple
 - Sugar Maple
 - Heritage River Birch
 - Honey Locust
 - Sycamore
 - Red Oak
 - Chinese Elm
 - American Elm Cultivars
 - Linden





- Decorative Lighting**
- Should include shields from light impact on adjacent properties
 - Could be traditional, colonial, or contemporary style.



- Streetscape**
- Establish a vocabulary of street furnishings including lighting, benches, bollards, tree grates and trash receptacles.
 - Consider establishment of a facade improvement revolving loan fund to improve building appearance.
 - Consider amending signage regulations for the Route 1 corridor to establish reasonable requirements and controls on signage.

“Bump Out” Area

- Pavement narrows to mark pedestrian crossing.
- Use contrasting pavement for crosswalk.
- Provide additional landscaping to visually narrow the road and calm traffic.



Sidewalk

- Provide enhanced sidewalk.
- Consider use of concrete or other color-contrasting material.
- Consider using brick, stone or pavers to create contrasting pattern.

Street Trees

- Plant new street trees using tree grates to preserve sidewalk width.
- Use columnar or fastigiata varieties. Species may include:
 - Red Maple ‘Armstrong’
 - Sugar Maple ‘Monumentale’
 - Sycamore ‘Columnare’
 - English Oak ‘Fastigiata’
 - Linden ‘Fastigiata’
 - Flowering Pear ‘Capital’

