

January 6, 2026

Nate Guerette  
City of Laconia  
45 Beacon St. East  
Laconia, NH 03246



## LACONIA VILLAGE – TRAFFIC IMPACT AND ACCESS STUDY REVIEW

Parade Road (NH Route 106) and Right Way Path, Laconia, NH

HEB Project #2025-027

Dear Nate,

HEB Engineers, Inc. (HEB) previously completed our initial review of the Traffic Impact and Access Study for Laconia Village, prepared by TFMoran, Inc. (TFM) on September 19, 2025. HEB submitted a Traffic Impact and Access Study Review Letter to the City of Laconia (City) dated November 25, 2025. TFM provided responses to HEB's comments in a memorandum dated December 17, 2025. Additionally, TFM provided an updated "Masterplan" Traffic Impact and Access Study (Rev1). This letter serves as a receipt and acknowledgement of TFM's responses and updated Masterplan Traffic Impact and Access Study (Rev1).

HEB performed only a limited review of the Masterplan Traffic Impact and Access Study (Rev1), due to time and budget constraints. A review for a study of this magnitude would typically require more time and more coordination with the City and the New Hampshire Department of Transportation (NHDOT) to ensure continuity along transportation corridors. Based on this, HEB's review primarily consisted of an evaluation of the TFM comment responses.

Many of the responses provided by TFM indicate that the prepared study is a Masterplan-level analysis, and that more detailed traffic studies will be required for each development phase. HEB agrees; the value of this study is to plan for future mitigation at a conceptual level. At most intersections, TFM's analysis indicates that the traffic impacts of the development can be mitigated.

HEB's assumption is that the City is agreeable to further evaluating mitigation measures with more detailed traffic analysis during future submittals for each phase. With that in mind, HEB offers the following considerations:

1. Intersection #3 – NH Route 106 (Parade Road) at Right Way Path and Old N. Main Street:
  - a. HEB is in agreement that a roundabout is a preferred mitigation measure at this location. We strongly encourage the City to keep HEB involved with future planning of a roundabout at this location. Both the City and Developer could benefit from a phased approach, where the roundabout is built to meet immediate capacity needs, but could also be easily expanded for future demand.
2. Intersection #13 – US Route 3Bus (Union Ave.) at Elm Street and Clinton Street:
  - a. The mitigation concept in Attachment Q will need to be further evaluated in the future.
3. Intersection #14: NH Route 106 (Parade Road/North Main Street) at Lexington Drive:
  - a. HEB believes a roundabout at this location should continue to be considered. A traffic signal may not be warranted, and may also not make sense for the corridor, considering the roundabout at the front door intersection.
  - b. There is a potential for additional future infill development that changes the characteristics of this corridor from a rural high-speed arterial into downtown, to a more developed corridor with increased access and multi-modal needs. A roundabout corridor would improve speed control for safety and multi-modal needs, as well as provide better access at key points.
4. Intersection #15 – NH Route 106 (North Main Street) at Oak Street:
  - a. The mitigation concept in Attachment Q will need to be further evaluated in the future.

5. Intersection #16 – NH Route 106 (North Main Street) at Veterans Square and Church Street and Intersection #19 – NH Route 106 (North Main Street) at New Salem Street:
  - a. The mitigation concept in Attachment Q is unclear. There is a head-on conflict proposed with this concept drawing. HEB affirms our previous concerns that mitigation at this location has not been properly addressed.
6. Intersection #17 – US Route 3Bus (Court Street/Union Ave.) at North Main Street and South Main Street:
  - a. No further comments.
7. Intersection #18 – US Route 3Bus (Union Ave.) at Gilford Avenue and Rite Aid  
Intersection #21 – US Route 3Bus (Union Ave.) at Church Street, Winter Street, and Davis Place:
  - a. The mitigation concept in Attachment Q will need to be further evaluated in the future.
8. Intersection #20 – US Route 3Bus (Court Street) at Fair Street:
  - a. No further comments.

HEB is excited for the opportunities the Laconia Village presents for the City of Laconia. Please keep HEB in mind for future reviews of these traffic studies, to ensure the proposed mitigation measures meet the safety and mobility needs of your community.

If you have any questions or would like to discuss this matter further, please do not hesitate to contact me.

Sincerely,  
**HEB Engineers, Inc.**



Jordan Pike, PE, PTOE  
Senior Transportation Engineer

Copy: Kirk Beattie – City of Laconia City Manager  
Wesley Anderson – City of Laconia Public Works Director  
Rob Mora – City of Laconia Planning Director  
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