



Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

**Transportation
Advisory Committee**

Transportation Advisory Committee

March 6, 2023

2:00 p.m.

**Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH**

Kendall Lane, Chair
Keene

Frank Sterling, Vice Chair
Jaffrey

Susan Ashworth
HCS Community Services

Brian Barden
Dublin

Sara Carbonneau
Winchester

Leslie Casey
Sullivan

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzy

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Jesse Rounds
Keene

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

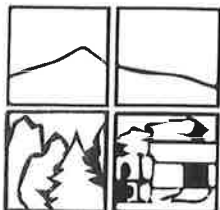
John Kallfelz
NHDOT District 4

and

Lucy St. John
*NHDOT Bureau of
Planning & Community
Assistance*

Agenda

- I. Welcome and Introductions
- II. Minutes of February 6, 2023
- III. Ten Year Plan Priority Project Recommendations
- IV. Other Matters
- V. Next Meeting: April 3, 2023
- VI. Adjourn



Southwest Region Planning Commission

Transportation Advisory Committee

Minutes

February 6, 2023

Present: Kendall Lane, Chair, *City of Keene*; Frank Sterling, Vice Chair, *Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Sara Carbonneau, *Town of Winchester*; Leslie Casey, *Town of Sullivan*; Mike Kowalczyk, *Monadnock Region Rail Trail Collaborative*; Gus Lerandeanu, *Town of Swanzey*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*; John Kallfelz (ex officio), *NH Department of Transportation (NHDOT)*.

Staff members present: Tim Murphy, *Executive Director*; J. B. Mack, *Assistant Director*; Rich Clough, *Office Support Specialist*.

Guests present: Kurt Blomquist and DonLussier, *City of Keene*; Kim Rummo and Tobey Reynolds, *NHDOT*.

Guests remote: Margarete Baldwin and Pete Crouch, *NHDOT*.

I. Welcome and Introductions

Chairman Lane called the meeting to order at 2:00 p.m., welcomed those in attendance, and asked for introductions from attendees.

II. Minutes of January 9, 2023

Motion: To approve the minutes of January 9, 2023 as presented.

Motion by Gus Lerandeanu, seconded by Brian Barden. Approved by unanimous vote.

III. Congestion Mitigation Air Quality Program Project: NH Route 9/10/12/101 Intersection Improvements in Keene

J. B. Mack stated that in September 2022, the New Hampshire Department of Transportation (NHDOT) announced the start of the application cycle for the Congestion Mitigation & Air Quality (CMAQ) program which provides up to 80% of federal funds for projects that improve air quality by reducing vehicular emissions and addresses traffic congestion. NHDOT announced that there is approximately \$30 million dollars available for this round with funding targeted for federal fiscal years 2025 through 2028. As part of the NHDOT's process to prioritize projects for funding, Regional planning commissions are asked to

evaluate and rank projects associated with their planning districts. He stated that only one application was submitted to NHDOT before the January 6, 2023 deadline which has a direct bearing on Southwest New Hampshire. The proposal is sponsored by the NHDOT Bureau of Highway Design and is intended to improve intersection operations at the NH 9/10/12/101 intersection in Keene. He stated that since there is only one CMAQ proposal impacting the Southwest Region planning district, no project ranking is necessary, however, staff is requesting TAC to consider supporting the project, which would give it the full 10 points that in the application scoring system.

J. B. Mack invited Margarete Baldwin and Pete Crouch of NHDOT to provide a summary of the project proposal and entertain questions from the TAC. Margarete Baldwin provided a presentation ([available at https://www.swrpc.org/2023-02-06-swrpc-keene-cmaq/](https://www.swrpc.org/2023-02-06-swrpc-keene-cmaq/)) which included background information describing the reasons for the proposal including an observation that the intersection design does not appear to handle a growth in traffic very well, the convergence of several arterials, and an out-of-date traffic signaling system. She showed a map that included traffic volume information and noted that the intersection had used the same configuration since 2002. Pete Crouch continued by noting that there are often left turn lane queues of up to 700 feet at peak periods of the day. He noted that this can affect vehicle traffic flow and gave an example of the Keene City Express often being delayed at Monadnock Marketplace, likely resulting in decreased ridership. He noted that the area around the intersection is very large, which allows for multiple concepts for upgrades to be investigated. He stated that possible solutions include a roundabout, updated/coordinated signals and/or Intelligent Transportation System improvements.

Chairman Lane asked what bearing the Keene-Swanzey bypass settlement agreement between NHDOT and the Conservation Law Foundation would have on the intersection, noting that the settlement requires interim improvements to the Keene-Swanzey bypass as traffic conditions change. Kurt Blomquist replied that he did not believe the settlement agreement would impact or disallow this proposal. Don Lussier added that a roundabout would be an interim improvement and that originally there was a plan to build one many years ago, but there had not been sufficient funding. He also indicated that flood plain mitigation would need to be built into the project, but noted that there is a Keene-Swanzey bypass wetland mitigation project underway and asked whether that project could take into account this CMAQ proposal. J. B. Mack said that the Keene-Swanzey wetland mitigation project is going out to bid this month. Margarete Baldwin said that she thinks that it would be too late to incorporate it into the wetland mitigation project. Don Lussier noted that a roundabout design should be smaller than the Winchester Street/NH Route 101 roundabout which is too large and doesn't mitigate speed well. Leslie Casey asked if bike and pedestrian traffic would be included in project planning, to which Margarete Baldwin replied yes. Mike Kowalczyk asked if the scope/area of the project could be extended to the West Street/NH 9/10/12 intersection, to which Margarete Baldwin responded no. The scope of the project needs to be limited to the intersection in the application. Mike Kowalczyk asked about a timeline and J. B. Mack replied that NHDOT has expressed project funding would become available between 2025 and 2028.

Motion: To support the NH 9/10/12/101 intersection improvement CMAQ project application from the NHDOT Bureau of Highway Design.

Motion by Ed Smith, seconded by Gus Lerandau. Approved by unanimous vote.

IV. Project Updates

J. B. Mack announced that he invited guests to provide project updates on three Ten Year Plan priority projects formerly recommended by the TAC. He reminded the TAC about the scope of the Keene-Swanzey project (40666) including road upgrades, a bridge replacement, consideration of sidewalks, and wider shoulders/bike lanes, and access management controls to be put in place addressing turning traffic. He

invited Don Lussier of the City of Keene to provide more information. Don Lussier stated that he is staff support to a project steering committee which is comprised of 5 members from Keene and 2 from Swanzey. He noted that there is an intermunicipal agreement in place between the two municipalities. He went on to describe many of the improvements that would be included in the construction. He stated that data was being collected from a survey, traffic counts and 2 public listening sessions with the purpose of informing the project steering committee. He noted that conceptual drawings for improvements are being worked on by the engineering consultant, but have not yet been released. He noted that the next committee meeting is on February 28th, during which the committee will refine the specific objectives, explore alternatives and prepare for a final recommendation, which would be considered at the final steering committee meeting on March 28th. Don Lussier then outlined the rest of the planning process with an expectation of a final report by mid-May. Ed Smith noted that Krif Road represents a difficult intersection and asked if there are plans to address left turns out of that road. Don Lussier replied yes, and noted that Krif Road had been included in the purpose & needs statement. J. B. Mack asked if the consultants were looking at access management for driveways and roads intersecting with the study area. Leandra MacDonald added in particular if the project will address left turns. Don Lussier replied yes to both questions. Leandra MacDonald asked if sidewalk installation is a problem at Market Basket and Don Lussier replied yes it is and the consultant has acknowledged right-of-way and sightline limitations.

J. B. Mack then moved on to the Jaffrey (16307) project, which involves reconfiguring the “dog-leg” intersection of US Route 202, NH 124 and NH 137. He introduced Tobey Reynolds, the NHDOT Project Manager, who gave a presentation (available at https://www.swrpc.org/2023-02-06_swrp-update/). He provided an overview on project objectives, a timeline and a breakdown on public involvement activities. He noted that Jaffrey has a very active downtown revitalization committee that provided NHDOT with a lot of assistance. He noted that the committee requested that NHDOT look at the feasibility of extending an existing riverwalk under the new proposed bridge, however, NHDOT determined that this would not be feasible because there is not enough vertical clearance. He stated that there are plans to add period lighting and enhance the existing Veterans Memorial. Jaffrey constituents had also expressed interest in providing more parking on Main Street. He noted that changing parking on the section of Main Street between the NH Route 137 intersection and the US 202/NH 124 intersection was not feasible. Leandra MacDonald asked if the left turn at the 124/137 intersection would remain, and Tobey Reynolds replied yes. He provided a schedule update and discussed NHDOT’s thoughts on traffic control which would include maintaining access for pedestrians and vehicles, and will likely involve construction sequencing of the work zones to mitigate traffic interruptions. He stated that the work is anticipated to run for 2-3 construction seasons. Cheryl Mayberry observed that there would be a loss of some housing units as a result of the project. Frank Sterling acknowledged that is an unfortunate outcome, but added that the displaced residents had been relocated and the Town is trying to address long- term housing issues. He mentioned several housing related projects that are under development or planned.

J. B. Mack invited Tobey Reynolds to provide an update of the Keene NH 101/Swanzey Factory Road project (41590) (information available at https://www.swrpc.org/2023-02-06_swrp-update/). Tobey Reynolds explained the scope, timeframe and current status of the project. He discussed the different alternatives that NHDOT is looking at relating to the intersection of Swanzey Factory Road and NH 101 including the construction of a new bridge, mitigating site distance issues associated with the existing bridge (the bridge is currently slated for rehabilitation/reconstruction using separate NHDOT bridge funds and could potentially be redesigned to mitigate sight distance issues), or the use of an old railroad right-of-way that would connect Swanzey Factory Road to a location on NH 101 that provided better sight distance. He noted that the schedule would be released soon.

V. Ten Year Plan Update

J. B. Mack stated that he anticipates feedback from NHDOT on the three Ten Year Plan (TYP) regional priority projects that the TAC had submitted in November 2022. He reminded the TAC that these include a project to make safety and accessibility improvements to a section of NH Route 10 in West Swanzey, reconstruction of Base Hill Road in Keene and safety improvements to the intersection of NH Route 12 and 32 in Keene. He noted that NHDOT would not accept a recommendation to reconstruct the entirety of Base Hill Road from NH Route 9 to NH Route 10, due to the federal functional classification status of the Swanzey portion. He reminded the TAC that after the Committee reviews NHDOT feedback on the three projects, staff will ask the TAC to make a recommendation to the SWRPC Board of Directors on project priority rankings to be formally recommended for inclusion in the 2025-2034 TYP. NHDOT's deadline for regional planning commissions to submit final regional priority project recommendations is March 31, 2023. With regard to the Keene/Swanzey Base Hill Road Reconstruction project, Sara Carbonneau asked if SWRPC could approach NHDOT to reclassify the Swanzey section of Base Hill Road. J. B. Mack stated that SWRPC staff has already recommended that the functional classification status be upgraded, and noted that this was also a recommendation developed by NHDOT staff working on a review of the entire State's federal functional classification. However, NHDOT's recommendations need to go through additional channels of review before a change could be implemented. Chairman Lane asked John Kallfelz if local NHDOT staff can assist in the process? John Kallfelz replied that district staff can show support of the federal functional classification of Base Hill Road through a recommendation, but beyond that they aren't involved in the process to reclassify the federal functional classifications of highways.

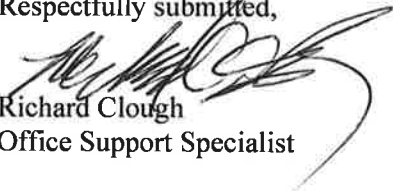
VI. Next Meeting: March 6, 2023

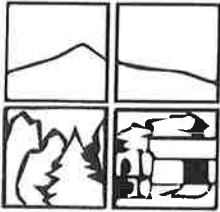
J. B. Mack announced that the next meeting of TAC is scheduled for March 6, 2023.

VII. Adjourn

The meeting adjourned at 3:31 p.m.

Respectfully submitted,


Richard Clough
Office Support Specialist



Southwest Region Planning Commission
37 Ashuelot Street, Keene, NH 03431 603-357-0557 Voice 603-357-7440 Fax

Agenda Item III

Date: March 6, 2023
To: Transportation Advisory Committee
From: Staff

RE: Ten Year Plan Priority Project Recommendations

Background

The New Hampshire Department of Transportation (NHDOT) recently submitted feedback SWRPC's preliminary list of priority projects for consideration in the 2025-2034 Ten Year Plan update process. The three projects submitted to NHDOT include improvements to the NH Route 10 (West Swanzey Road) Corridor, the reconstruction and widening of Base Hill Road, and a project to improve safety at the NH Route 12 and 32 intersection. According to the feedback received, NHDOT's cost estimates are significantly higher than those initially developed by BETA Group Inc. and the City of Keene. Part of the increase in cost is related to a NHDOT decision to apply a higher annual inflation factor, raising the annual inflation assumption from 2.8% to 3.7%. However, some of the base unit costs relating to highway construction are significantly higher based on NHDOT's experience with recent projects. NHDOT's response to SWRPC's submission, which consists of a cover letter and analysis, is attached to this memo.

At this stage of the process, NHDOT is seeking confirmation on SWRPC's final recommendations for the 2025-2034 Ten Year Plan update using its regional allocation of \$4,996,384. The following table illustrates the preliminary ranking of projects compared to the SWRPC budget allocation and the resulting deficit or surplus. At the time of writing, SWRPC is scheduling a meeting with NHDOT staff to discuss the feedback received to facilitate discussion during the March 6th meeting.

Initial Ranking	Project	Total Project Cost	Federal Portion (i.e., SWRPC's Allocation)	Federal Surplus/ (Deficit)
1	NH Route 10 - Swanzey	\$6,771,720	\$6,771,720	(\$1,775,336)
2	Base Hill Road* - Keene	\$7,367,465	\$5,893,972	(\$897,588)
3	NH Route 12/32 - Keene	\$3,908,446	\$3,908,446	\$1,087,938

*The Base Hill Road project shown in the table consists of the Keene portion only.

The next step in the project prioritization process is for the TAC to arrive at a final recommendation to be presented to the SWRPC Board of Directors for consideration. The SWRPC Board will be meeting on March 21st. NHDOT's deadline for regional planning commissions to submit their final recommendations is March 31st.

Recommendation

Finalize a project prioritization recommendation for use in the 2025-2034 TYP update process.

TDD Access: Relay NH 1-800-735-2964



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, Assistant Commissioner

Andre Briere, Deputy Commissioner

Timothy Murphy, Executive Director
Southwest Regional Planning Commission
337 Ashuelot St.
Keene, NH 03431

February 24, 2023

Dear Mr. Murphy –

Thanks again for your assistance, as well as for the assistance of your regional planning commission staff, RPC committee members and municipal staff for your efforts to assist NHDOT in developing the draft 2025-2034 NH Ten Year Transportation Plan.

As you know, the NHDOT proposed to set-aside \$60M in FHWA funding to program against new projects in years 2033 and 2034 of the draft 2025-2034 Ten Year Transportation plan. The NHDOT with agreement from the RPC Executive Directors utilized a similar distribution approach to that employed in existing multi-party MOUs, that being:

- 50% of the available funds allocated based on Census population
- 50% of the funding allocated based on Federal Aid Eligible Lane miles

For the Southwest Regional Planning Commission's planning area, this resulted in a regional allocation of **\$4,996,384** for the 2025-2034 Ten Year Plan.

Since the SWRPC submitted a list of potential projects and initial priority ranking based on the application of the 2023- 2032 NH Ten Year Plan Ranking criteria in October, the NHDOT's internal committee has been meeting to discuss the submittals and consider implementation issues including:

- The assumptions related to work required to carry out the project scope.
- The estimated costs for Engineering (PE), Right-of-Way (ROW) and Construction (CON).
- Estimated schedule to carry out the work to accomplish the proposed project and plan financially

The NHDOT's internal committee is made up of the following individuals:

- | | |
|--|--|
| <ul style="list-style-type: none">• Bill Oldenburg, Chair – Assistant Director of Project Development• Pete Stamnas, Director of Project Development• Jim Marshall, Administrator of Bureau of Highway Design• Ted Kitsis, Administrator of Bureau of | <ul style="list-style-type: none">• Construction• Loretta Girard Doughty, Administrator of Bureau of Bridge Design• Tobey Reynolds, Chief Project Manager• Margarete Baldwin, Roadway Section Chief |
|--|--|

- Kevin Nyhan, Administrator of Bureau of Environment
- Nicholas Alexander, Administrator of AMPs
- William Rose, Policy & Planning Manager

The committee has been meeting weekly since November to review and discuss the project submittals from the RPCs.

The details provided by SWRPC in the project submittal forms have been assistive to the Committee's understanding of the project area, needs and other necessary items to appropriately inform the NHDOT comments regarding the scopes, schedules, and budgets for the proposed TYP projects.

What follows in this document is:

- A summary overview of the committee's findings related to your RPC's proposed 2023-2032 TYP projects.
- NHDOT thoughts on programming for Year-of-Expenditure (YoE), which will include inflation and indirect costs as appropriate.

We're providing these comments in advance of our planned meeting to enable a discussion as opposed to a NHDOT presentation. We want SWRPC staff to feel comfortable and confident in presenting the proposed project details to your TAC and full Commission for final endorsement to include in the draft Ten Year Transportation Plan that will be presented to GACIT later this year.

Please review the document in full, and we look forward to the opportunity to meet and discuss these projects. As always, should you have any questions, please don't hesitate to contact me at 603.271.6581, or via email at William.A.Rose@dot.nh.gov.

Sincerely,

William Rose

William Rose
Policy & Planning Manager
NHDOT Bureau of Planning & Community Assistance

Cc: J.B. Mack, SWRPC
Bill Watson, NHDOT
Glenn Davison, NHDOT
Pete Stamnas, NHDOT
Bill Oldenburg, NHDOT
John Kallfelz, NHDOT D-4

**NHDOT PROJECT REVIEW COMMITTEE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
SOUTHWEST REGIONAL PLANNING COMMISSION
FOR THE 2025-2034 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: NH 10 Bicycle & Pedestrian Improvements (West Swanzey Village)

Project summary: The purpose of this project is to provide access management, traffic calming, intersection improvements, and complete streets improvements to increase non-motorized activity and protections for pedestrians on West Swanzey Road (NH 10) between North and South Winchester Street. There are three existing, one under construction, and one proposed multi-family developments within the proposed project area, these improvements will accommodate safety measures for the increased population density and serve existing and future economic development.

The proposed project proposes highway Improvements (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements), Bicycle and Pedestrian Improvements (sidewalks, bike trails, multi-use paths, traffic calming improvements).

Install crosswalks with rapid flashing beacons at the intersections with California St, West St, Cobble Hill Rd, and South Winchester St. Install a vegetative median with left turn pockets in place of the existing two-way left turn lane between California St and Cobble Hill Road. Install other streetscaping and traffic calming infrastructure. Improvements to intersections. Extend / install sidewalks south to the Evergreen Knoll development and north to California Street on east and west sides of NH 10.

Review Comments

- The NHDOT project review committee comments are minimal as the project concepts were clear and straightforward.
- The committee based their estimated values on other recent, similar projects elsewhere in the state.
- NHDOT notes that the Town would be responsible for any maintenance to any vegetated island and sidewalks.
- A Municipal Agreement would need to be executed between the Town and NHDOT outlining maintenance obligations for these items (sidewalks & vegetated islands).

Review Summary

- The project is recommended to commence with PE in 2029, ROW planned in 2031 and CON beginning in 2033.
- The proposed project would use **\$6,771,720** of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation and 10% to account for indirect costs.
- The project will be funded at 100% federal funds with Turnpike Toll Credit match.

Phase	2022 SWRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 350,547	\$ 500,000	\$ 659,963
ROW	\$ 46,470	\$ 50,000	\$ 70,927
CON	\$ 2,336,983	\$ 3,600,000	\$ 5,491,664
CE	\$0	\$ 360,000	\$ 549,166
Totals	\$2,734,270	\$ 4,510,000	\$ 6,771,720

Initial Priority #2: Base Hill Rd. Improvements (Keene-Swanzey)

Project summary: This project proposes to widen approximately 1.5 miles of Class V highway to a consistent cross section of 32 feet. This will allow for 12-foot travel lanes and 4-foot shoulders on each side. It is believed that most of the existing road base is not constructed with adequate structure. Therefore, existing base will be improved or replaced with property specified gravels. Design alternatives will evaluate the use of imported virgin material, full depth reclamation with soil amendment and/or the use of reinforcement geotextiles. In addition, roadside drainage ditches and culverts will be constructed to prevent saturation of the base material.

Review Comments

- The NHDOT review committee noted that only the Keene portion of this proposed project is Federal Aid Eligible. This equates to approximately 60% of the proposed project would be considered eligible for federal aid funds in the TYP.
- The Committee noted that the proposed construction budget presented by SWRPC would fall short of funding the proposed full-depth-reconstruction, based on project costs currently being experienced by NHDOT on similar projects elsewhere in the state. The NHDOT estimate captures those anticipated values.
- NHDOT review comments included the note that the project would require execution of a Municipal Agreement to govern the prosecution of the project and subsequent maintenance responsibilities once the project was constructed.

Review Summary

- The project is recommended to commence with PE in 2030, ROW planned in 2032 and CON beginning in 2034.
- The proposed project would use **\$5,893,972** (80% of 60% of total (eligible portion)) of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- The funding breakdown for the project as estimated:
\$5,893,972 (federal funds) +\$1,473,493 (City of Keene) +\$4,911,643 (Town of Swanzey) = \$12,279,108 (total project)
- The project will be funded at 80% federal funds with 20% Municipal match.

Funding

Phase	2022 SWRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 432,000	\$ 432,000	\$ 537,225
ROW	\$ 500,000	\$ 500,000	\$ 668,552
CON	\$ 2,880,100	\$ 7,000,000	\$ 10,066,665
CE	\$288,000	\$ 700,000	\$ 1,006,666
Totals	\$4,100,100	\$ 8,632,000	\$ 12,279,108

Initial Priority #3: NH32/NH12 Intersection improvements (Keene)

Project summary: The purpose of this project is to create a safe, efficient intersection at the Junction of Rt. 32 (Old Homestead Highway) with Rt. 12 (Main Street). Improvements to include Highway Improvements (operational improvements, access management, intelligent transportation systems, widening, technology operation improvements). Project may also involve the re-alignment of the intersection to create a 90° Tee. If warranted, install efficiency improvements (e.g., traffic signal, roundabout, etc.). Reconstruct the roadway for approximately 300 feet in each direction.

Review Comments

- The NHDOT review committee was in general agreement with the proposed scope of work and cost estimate, noting only that the CON and PE phases were lower than what NHDOT has seen with other comparable projects recently.

Review Summary

- The project is recommended to commence with PE in 2029, ROW planned in 2031 and CON beginning in 2033.
- The proposed project would use **\$3,908,446** of the regional allocation for the 2025-2034 Ten Year Transportation Plan.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation and 10% to account for indirect costs.
- The project will be funded at 100% federal funds with Turnpike Toll Credit match.

Funding

Phase	2022 SWRPC Estimate	2022 NHDOT Estimate	YoE
PE	\$ 178,000	\$ 500,000	\$ 599,603
ROW	\$ 200,000	\$ 200,000	\$ 257,918
CON	\$ 1,187,710	\$ 2,000,000	\$ 2,773,568
CE	\$119,000	\$ 200,000	\$ 277,357
Totals	\$ 2,190,000	\$ 2,900,000	\$ 3,908,446