



SWRPC

Southwest Region
Planning Commission

37 Ashuelot Street
Keene, NH 03431
Phone: (603) 357-0557
Fax: (603) 357-7550
www.swrpc.org

Transportation Advisory Committee

Transportation Advisory Committee

March 3, 2025
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

Michael Kowalczyk
*Monadnock Region Rail
Trails Collaborative*

Alfred "Gus" Lerandeau
Swanzey

Don Lussier
Keene

Leandra MacDonald
Peterborough

Cheryl Mayberry
Walpole

Karey Miner
Winchester

Mary Day Mordecai
Harrisville

Ed Smith
Hinsdale

Ruth Ward
Stoddard

with

Frank Linnenbringer
NHDOT District 4

and

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

Agenda

- I. Welcome and Introductions
- II. Minutes of January 6, 2025
- III. Final Project Recommendation for FY 2027-2036 Ten Year Transportation Improvement Plan
- IV. Preparation for Transportation Alternatives Program Application Scoring
- V. Other Matters
- VI. Next Meeting: April 7, 2025
- VII. Adjourn



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**Southwest Region Planning Commission
Transportation Advisory Committee**

Draft Minutes

January 6, 2025

Present: Frank Sterling, Vice Chair, *Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services (HCS)*; Brian Barden, *Town of Dublin*; Michael Kowalczyk, *Monadnock Region Rail Trails Collaborative*; Alfred “Gus” Lerandeanu, *Town of Swanzey*; Frank Linnenbringer, *NH Department of Transportation (NHDOT) District 4*; Don Lussier, *City of Keene*; Cheryl Mayberry, *Town of Walpole*; Karey Miner, *Town of Winchester*; Ruth Ward, *Town of Stoddard*.

Staff Members Present: J. B. Mack, *Assistant Director*; Jack Ahern, *Associate Planner*.

Guests Present: Mac Bevier, *NH Department of Environmental Services (NHDES)*; Terry Clark, *SWRPC Board of Directors, Cheshire County*; Ellen Mosier, *CHA Consulting*; John Parrelli, *CHA Consulting*; Chuck Redfern, *Pathways for Keene*; Dave Smith, *NHDOT Project Manager*; Jack Wade, *NHDES*.

I. Welcome and Introductions

Vice Chair Frank Sterling called the meeting to order at 2:05 p.m. and welcomed those in attendance.

J. B. Mack introduced two new members of the Transportation Advisory Committee (TAC), Don Lussier and Karey Miner. Don is the City Engineer for the City of Keene, and Karey is the Town Administrator for the Town of Winchester. J. B. also informed the TAC that member Sara Carbonneau completed her term through 2024.

II. Minutes of November 4, 2024

Motion: To approve the minutes of November 4, 2024 as presented.

Motion by Frank Sterling, seconded by Gus Lerandeanu. Approved by unanimous vote.

III. Transportation Program Updates

J. B. Mack informed the TAC of the NH Department of Transportation’s Transportation Alternatives Program (TAP). Through this program, NHDOT funds bicycle and pedestrian improvements throughout the State. Interested municipalities must submit applications by January 24, 2025. There is a 20% match fund obligation. J. B. reminded the TAC that they are tasked with ranking TAP applications from the Southwest NH Region and that three communities submitted letters of interest for the program this round: Alstead, Antrim and Keene. He gave brief overviews of the three proposals:

- Alstead – Construct sidewalk on NH Route 123/12A between the Vilas Middle School and the Shedd-Porter Memorial Library and on Route 12A/High Street from the bridge over the Cold River to the Post Office.
- Antrim – Pedestrian safety improvements on Main Street from Aiken Street to West Street that consist of installing bump-outs, lighting and Rectangular Rapid Flashing Beacons at crossings, reconstructing 200 linear feet of sidewalk on Main Street and constructing new sidewalk on US Route 202 from the intersection of NH Route 31 to Elm Street.
- Keene – Further implementation of the Transportation Heritage Trail project, a section of the Cheshire Rail Trail that connects Keene to Swanzey over NH Route 101. The project includes installation of the Prowse Bridge over NH Route 101 and railing improvements to the existing Stone Arch Bridge.

J. B. Mack informed the TAC that SWRPC was awarded a grant through the Northern Border Regional Commission (NBRC) Timber for Transit program. The goal is to use these funds to explore how glue-laminated timber products and other timber technology innovations could address some local and regional transportation needs. He explained the most obvious application is using timber for bridge components, but the building material could also be used in transit shelters, covered parking and more. SWRPC will be assembling a work group to guide staff activities and plans to include stakeholders from the transportation and forestry industries. J. B. noted that there would be up to 2 openings for TAC members to join the advisory committee and instructed members to contact him after the meeting if they were interested.

Gus Lerandean asked about the load bearing capacity of the timber product and what type of bridges it can be applied to. J. B. Mack noted that weight limits for glue-laminated timber products are likely lower than those of steel, but not all transportation projects require that level of strength and the point of the project is to promote new technologies while addressing local and regional needs. He mentioned that SWRPC identified potential projects when it submitted the proposal to NBRC. Projects were identified with the help of several municipalities and other stakeholders.

IV. Presentation: Keene Project #41590 - NH Route 101 Improvements

Dave Smith of the New Hampshire Department of Transportation, along with John Parrelli and Ellen Mosier of CHA Consulting, gave a presentation on the Keene Project #41590 – NH Route 101 Improvements to the TAC. This Ten-Year-Plan project has wrapped up the preliminary engineering phase and is now taking input from the public. Construction is slated to begin in 2027. The project consists of reconstructing Route 101 in Keene beginning east of Optical Avenue to just beyond Branch Road, approximately 1 mile of roadway. It also includes the rehabilitation or replacement of the bridge over the Branch River and safety improvements to the intersection with Swanzey Factory Road. Swanzey Factory Road itself will be reconstructed to the east of its current location and terminate in a traffic circle intersection with NH Route 101.

Presentation slides are available at <https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/41590-pre-12192024.pdf>. Site Plans can be viewed at <https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/41590-pip-12192024-1.pdf> and <https://www.dot.nh.gov/sites/g/files/ehbemt811/files/inline-documents/41590-pip-12192024-2.pdf>.

Gus Lerandeau asked if there were any planned improvements to the segment of Swanzey Factory Road that is over the town line into Swanzey. John Parrelli answered that there were not, the scope of this project only targets the part of the roadway that is in Keene.

Frank Sterling indicated that he has concerns about shifting the roadway southward as it approaches the intersection with Branch Road. He stated that the proximity of the road to the river and surrounding topography of the area seriously restrict the amount of space available, and that the several abutting households on the south side of Route 101 have driveways that already make steep cuts down to the roadway. Any further loss of space could make their driveways unusable. John Parrelli informed him that the plan is to install retaining walls along that section to mitigate the issue, but that it is something they will closely monitor as they move forward.

Mike Kowalczyk asked if there had been any consideration regarding reconnecting Marlborough Street to Route 101. John Parrelli answered that he was unsure what long-term plans the City of Keene may have around that, but it was not considered as part of this project.

Frank Sterling asked about stormwater runoff and catchment around the area where the roadway crosses the Branch River. John Parrelli stated that the plans include several treatment swales to prevent direct discharge into the river.

Mike Kowalczyk asked if it would be possible for the Transportation Heritage Trail to be constructed at the same time as the improvements to NH Route 101. Dave Smith said that yes, they would likely be able to coincide with one another if that scenario arose, and that NHDOT would take steps to avoid any activities during the reconstruction of Route 101 that would hinder the installation of the pedestrian bridge for the rail trail.

V. Other Matters

Jack Wade and Mac Bevier of New Hampshire Department of Environmental Services provided the TAC with a brief update. NH DES has updated their Model Groundwater Protection Ordinance to include language addressing PFAS contamination and protections land use boards may implement. It is available to view online at <https://www.des.nh.gov/sites/g/files/ehbemt341/files/documents/wd-24-02.pdf>.

VI. Next Meeting: March 3, 2025

J.B. Mack announced that the next meeting of the TAC would be on March 3, 2025 at 2:00 p.m.

VII. Adjourn

The meeting adjourned at 3:19 p.m.

Respectfully submitted,

Jack Ahern
Associate Planner



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Agenda Item III

Date: March 3, 2025
To: Transportation Advisory Committee
From: Staff

RE: Final Project Recommendation for FY 2027-2036 Ten Year Transportation Improvement Plan

Background

During odd numbered years, New Hampshire's Ten Year Transportation Improvement Plan (TYP) process kicks off the calendar year with the New Hampshire Department of Transportation (NHDOT) reviewing the recommendations and background materials associated with each Regional Planning Commission's (RPC) preliminary ranking of priority regional transportation planning projects. RPC preliminary rankings were submitted to NHDOT back in November (see the attached cover letter) and NHDOT's schedule is to provide RPCs feedback in February. Upon receiving NHDOT's feedback, RPCs are asked to review and consider NHDOT's feedback on the projects before submitting final priority project recommendations by the end of March. SWRPC's process is for the TAC to send its recommendations to the SWRPC Board of Directors, which will be meeting on March 18th.

At the time of writing, SWRPC is awaiting feedback from NHDOT regarding its preliminary prioritized list of projects. NHDOT's correspondence will be attached to this memo if it comes in before SWRPC releases the draft meeting packet on February 24th. Otherwise it will be emailed to all TAC members separately ahead of the March 3rd meeting.

Recommendation

To consider NHDOT's feedback on SWRPC's project priorities before finalizing its project recommendation(s) for the FY 2027-2036 TYP to the SWRPC Board of Directors. SWRPC staff will provide the TAC a more specific recommendation following our review of NHDOT's correspondence.



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

November 8, 2024

Bill Watson, P.E., Administrator
Bureau of Planning and Community Assistance
New Hampshire Department of Transportation
P.O. Box 483
Concord, NH 03302-0483

Re: Preliminary Recommendation for the FY 2027-2036 Ten Year Transportation Improvement Plan

Dear Mr. Watson:

At the request of the New Hampshire Department of Transportation's (NHDOT) Bureau of Planning and Community Assistance, Southwest Region Planning Commission (SWRPC), with assistance from its Transportation Advisory Committee (TAC), recommends three projects for NHDOT to review and provide feedback on in preparation for the FY 2027-2036 Ten Year Transportation Improvement Plan (TYP). Before describing the projects, we provide some important contextual information associated with our preliminary recommendation.

Currently, SWRPC's FY 2025-2034 TYP priority project, listed as Project #44218, is underfunded by \$1,909,141 and it is anticipated that SWRPC will utilize part of our \$4,996,384 FY 2027-2036 programming allocation toward the project's shortfall when we make our final project recommendations to NHDOT in March 2025. By investing some of SWRPC's programming allocation to the project, we estimate that SWRPC would have a balance of at least \$3,087,243 towards a regional priority project for the FY 2027-2036 TYP.

Second, please note that the three projects that we are submitting represent scaled-down versions of larger projects that were originally nominated to SWRPC by the Towns of Marlborough and Swanzey and the City of Keene. In the project descriptions that follow, we clarify which aspects of purpose and need statements as well as segments of those projects we are putting forward for NHDOT review. These scaled down projects represent the priorities of each municipality and the TAC.

The following projects are presented below in rank order based on the TAC's scores for the projects:

1. Marlborough - NH Route 124 Drainage Improvements and Pedestrian/Cycling Improvements

Project purpose: The project will address inadequate drainage systems along NH Route 124 (Jaffrey Road) to mitigate flooding and icing concerns as well as improve safety and accessibility for pedestrians and cyclists.

Project need: NH Route 124 faces notable stormwater challenges. Its steep grade from Hill Street and the convergence of multiple streams, combined with inadequate stormwater infrastructure, exacerbate flooding and erosion that has led to public and private property damage. There is also a critical need to facilitate safer connected pedestrian and cyclist access from Main Street (NH Route 101) to the NH Route 124 intersection with Laurel Street and Library Way. NHDOT's Traffic Bureau has informed the Town of the

need to implement Rectangular Rapid Flashing Beacons (RRFBs) at crosswalks in this area. Marlborough's Complete Street Policy is another factor demonstrating need for better sidewalk and cyclist infrastructure in this area.

Scope of work: The project involves replacing stormwater infrastructure from approximately 40 Jaffrey Road to Minnewawa Brook. The proposed design involves replacing the main trunkline with a system of increased capacity. In the accompanying materials, Vanasse Hangen Brustlin, Inc. (VHB) describes this aspect of the project as "Segment 1 – NH Route 124 Drainage Improvements" offering two scenarios to convey stormwater on NH Route 124 to Minnewawa Brook. SWRPC assumes the cost of the more expensive option (Option B) in the cost estimate below. Pedestrian and cycling improvements include a new proposed sidewalk on the westerly side of NH Route 124, between McKinley Circle and Laurel Street including the installation of curbing and associated drainage infrastructure. Two pedestrian crosswalks with RRFBs are proposed, with one of them at the NH Route 124 intersection with Pleasant Street/McKinley Circle and the other located at Library Way/Laurel Street. More detail about this aspect of the scope of work is captured in VHB's description of "Segment 3 – NH Route 124 Pedestrian Improvements". VHB also suggests the installation of sharrows in the project area.

Estimated cost in 2036: \$2,475,000 (Segment 1, Option B) + \$346,500 (Segment 3) = \$2,821,500

2. Keene - Route 12 / Route 32 Intersection Improvements

Project purpose: The purpose of this project is to create a safe, efficient intersection at the junction of NH Route 32 (Old Homestead Highway) with NH Route 12 (Main Street). Safety concerns and repetitive crashes at this intersection will be addressed by correcting roadway geometry and constructing appropriate intersection controls. Although a full traffic analysis has not been conducted, it is expected that an increased form of intersection control (e.g., signals or a roundabout) will be warranted.

Project need: The intersection is currently configured as a "Y", with an angle of approximately 45°. This makes it very difficult for northbound motorists on NH Route 32 to observe northbound traffic on NH Route 12. In addition, the volume of traffic on NH Route 12 makes it challenging for vehicles to enter during peak hours. As part of the project, the intersection will be evaluated to determine if a signalized intersection or some other type of control would improve overall efficiency. The project will also alleviate a significant safety concern. The intersection of NH Route 12 and NH Route 32 has a history of repetitive crashes.

Scope of work: Re-align the intersection to create a 90° Tee. If warranted, install intersection controls (e.g., traffic signal, roundabout, etc.). Reconstruct the roadway for approximately 250 feet in each direction. While Keene provides two cost estimates for a roundabout or signalized intersection, SWRPC assumes the cost of the more expensive signalization option below. Note that the City of Keene, after hearing about the Town of Swanzey's sidewalk extension project (presented as the third ranked project below), amended and resubmitted its project scope to include a small portion of Keene sidewalk on NH Route 32 to the Swanzey town line to facilitate connectivity (see the letter dated October 18, 2024). Despite this amendment, the small portion of the sidewalk on NH Route 32 is not being proposed here due to changes in Swanzey's priorities.

Estimated cost in 2036: \$3,057,000

3. Swanzey - Pedestrian/Cyclist Improvements on NH Route 12 and Lake Street and Lake Street Realignment

Project purpose: The project aims to enhance pedestrian and cyclist safety and connectivity along NH Routes 12 and Lake Street.

Project need: The necessity for this project is magnified by the increasing population density in North Swanzey, driven by several new multifamily housing developments. This growth underscores the urgent need for safe and convenient pedestrian and cyclist routes. Presently, NH Routes 12 and Lake Street lack adequate pedestrian and cyclist infrastructure, which poses significant safety risks because there are destinations on both sides of these roadways. The implementation of Swanzey's Complete Streets Policy, adopted in 2015, highlights the importance of designing and managing streets for all users, regardless of age, ability, or mode of transportation. The policy aims to improve safety, accessibility, community health, local economic growth, and reduce environmental impacts.

Scope of work: In the accompanying materials, a VHB memo describes a scope of work that represents seven segments of work to improve pedestrian and cyclist infrastructure. Only three of those segments are being proposed for NHDOT's consideration at this time. "Segment 1 - NH Route 12 (Town Line to Lake Street)" involves constructing new 5.5-foot-wide sidewalks and vertical granite curbing along the westerly side of NH Route 12 where sidewalks are currently not present, bridging the existing gap between the Keene town line and the Citgo gas station. Ancillary work will include installing associated closed drainage infrastructure. Additionally, new sidewalks, vertical granite curbing, and 2-foot grass panels will be added on the easterly side of the NH Route 12, Lake Street, and Swanzey Factory Road roundabout, complete with new pedestrian crosswalks across NH Route 12 and Swanzey Factory Road. "Segment 3 - Lake Street (NH Route 12 to NH Route 32)" would extend the new 5.5-foot-wide sidewalks and vertical granite curbing along the northerly side of Lake Street between NH Route 12 and NH Route 32. Ancillary work will include installing associated closed drainage infrastructure. Finally, "Segment 7 - Lake Street (Realign Lake Street at Intersection with NH Route 32)" involves realigning the aforementioned intersection to form a traditional 90-degree T-intersection, replacing the current stop-controlled, triangle-shaped intersection. Sharrows are recommended for Lake Street as well.

For your convenience, SWRPC has created a OneDrive shareable folder that includes completed applications, cost estimates, drawings, project profiles, and other backup information associated with the three projects above. I will email you a hyperlink to this folder by November 8th which can be accessed by anyone with the hyperlink. In addition, SWRPC will upload the draft minutes and presentation from the TAC meeting that was held on November 4th to determine SWRPC's preliminary ranking of projects.

I trust that this letter and the accompanying electronic file uploads will provide sufficient information for the review of these three projects. We look forward to receiving feedback from NHDOT and using that information to inform SWRPC's final recommendation in March 2025 relative to the 2027-2036 TYP update. Please don't hesitate to contact me or J. B. Mack if you require additional clarification or additional information.

Sincerely,



Todd Horner
Executive Director



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, Assistant Commissioner

Andre Briere, Deputy Commissioner

Todd Horner, Executive Director
Southwest Regional Planning Commission
337 Ashuelot St.
Keene, NH 03431

February 24, 2025

Dear Mr. Horner –

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 2027-2036 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 2035 and 2036 of the draft 2027-2036 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 2027-2036 Ten Year Plan.

Since the SWRPC submitted a list of potential projects and initial priority ranking based on the application of the 2027- 2036 NH Ten Year Plan Ranking criteria in November, 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:

- Bill Oldenburg, Chair –Director of Project Development
- Tobey Reynolds, Assistant Director of Project Development
- Jim Marshall, Administrator of Bureau of Highway Design
- Nickie Hunter, Administrator of Bureau of Construction
- Jennifer Reczek, Administrator of Bureau of Bridge Design
- Loretta Girard Doughty, Chief Project Manager
- Kevin Nyhan, Administrator of Bureau of Environment
- Nicholas Alexander, Administrator of AMPs
- William Rose, Policy & Planning Manager

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 2027-2036 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 your planned TAC/Commission meetings to enable you to follow-up with any questions regarding these review comments. 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
Bill Oldenburg, NHDOT
Tobey Reynolds, NHDOT
Frank Linnenbringer, NHDOT D-4

**NHDOT PROJECT REVIEW COMMITTEE
SUMMARY RECOMMENDATIONS FOR PROJECTS PROPOSED BY
SOUTHWEST REGIONAL PLANNING COMMISSION
FOR THE 2027-2036 NH TEN YEAR TRANSPORTATION PLAN**

Initial Priority #1: Swanzey - Bicycle, Pedestrian, and Traffic Calming Improvements to NH10 from South Winchester St. to North Winchester St. (Swanzey 44218)

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

- This project was included in the 2025-2034 Ten Year Plan as Swanzey 44218.
- The project was acknowledged to be underfunded by **\$1,909,141** in that plan.
- SWRPC acknowledged that underfunding.
- SWRPC will be using **\$1,909,141** of the regional allocation to fully fund this project in the current TYP cycle.

Initial Priority #2: Marlborough – NH 124 Drainage Improvements and Pedestrian/Cyclist Improvements

Project summary: The Marlborough NH Routes 101 & 124 Improvements project intends to enhance safety at the intersection of NH Route 124 and NH Route 101, address inadequate drainage systems along NH Route 124 to mitigate flooding and icing concerns, and improve safety and accessibility for pedestrians, cyclists, and motorists.

The intersection of NH Route 124 and NH Route 101 urgently requires safety enhancements due to a persistent history of severe right-angle crashes, including a fatality in 2010. Contributing factors include a narrow bridge over Minnewawa Brook and obstructed sight lines from bridge railings and guardrails. Additionally, a hazardous horizontal curve on NH Route 101 further limits visibility. Despite the posted 30 mph speed limit, speeding is common, with speeds at 42 mph at the 85th percentile, as recorded by NHDOT in 2023. NH 101 carries over 11,000 vehicles daily, leading to significant traffic platoons with minimal gaps. This makes it difficult for NH 124 traffic to enter NH 101 or make left turns, resulting in traffic queues extending to the Frost Free Library, particularly during peak hours, and this can lead to risk taking by motorists trying to fill small gaps from the side street.

Review Comments

- NHDOT reviewers noted that SWRPC’s consultant evaluated several potential solutions to these issues in their engineering assessment. SWRPC has selected the highest cost option for proposed drainage improvements (Segment 1, Option B) and segment 3 re: pedestrian improvements to allocate funds in the Ten-Year Plan.
- NHDOT review noted that the project should also include a Hot Bituminous Pavement (HBP) overlay of the entire roadway, vs. the hand-method asphalt patching proposed in the VHB proposal.
- The NHDOT review also noted – via a cursory review of the field conditions for the proposed project – that the drainage option identified will likely have ROW impacts well outside of the established NHDOT ROW.
- NHDOT estimate includes increased costs to address the increased pavement (\$200K).

Review Summary

- The project is recommended to commence with PE in 2032, ROW planned in 2034 and CON beginning in 2036.
- The proposed project would use **\$3,362,118** of the regional allocation for the 2027-2036 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	2024 SWRPC Estimate	2025 NHDOT Estimate	YoE
PE	\$ 206,000	\$ 500,000	\$ 683,967
ROW	\$ 100,000	\$ 100,000	\$ 147,103
CON	\$ 1,400,000	\$ 1,600,000	\$ 2,531,047
Totals	\$1,706,000	\$ 2,200,000	\$ 3,362,118

Initial Priority #3: Keene - NH 12/NH 32 Intersection Improvements

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). This would be accomplished by re-aligning the intersection to create a 90° Tee. Additional improvements - if warranted – would involve installation of intersection controls (e.g., traffic signal, roundabout, etc.). The project would also involve reconstruction of the roadway for approximately 250 feet in each direction. Safety concerns and repetitive crashes at this intersection will be addressed by correcting roadway geometry and constructing appropriate intersection controls. Although a full traffic analysis has not been conducted, it is expected that an increased form of intersection control (e.g., signals or a roundabout) will be warranted. The junction of Rt. 12 and 32 is currently configured as a “Y”, with an angle of approximately 45°. This makes it very difficult for north-bound motorists on Rt. 32 to appreciate north-bound traffic on Rt. 12. In addition, the volume of traffic on Rt. 12 makes it challenging for vehicles to enter during peak hours. As part of the project, the intersection will be evaluated to determine if a signalized intersection or some other type of control would improve overall efficiency. The project will also alleviate a significant safety concern. The intersection of Rt. 12 / Rt. 32 has a history of repetitive crashes. Based on the crash data analyzed for the City's Roadway Safety Action Plan project, there were eleven crashes during a 9-year period (2014-2022) at this intersection. Three crashes (27%) resulted in a minor injury (B); one crash (9%) resulted in a possible injury (C). The majority (73%) involved collisions with other motor vehicles.

Review Comments

- NHDOT reviewers noted that there are likely to be more severe ROW impacts to the corner parcel in the signal plan than indicated in the proposed ROW budget.
- NHDOT reviewers also noted that the paving budget for the roundabout option seems unrealistically low in comparison to the signalized option.
- Given the City ownership of the roads involved, this project is assumed to be Municipally managed.

Review Summary

- The project is recommended to commence with PE in 2032, ROW planned in 2034 and CON beginning in 2036.
- The project will be funded at 80% federal funds with 20% Municipal match.
- The proposed project would use **\$3,423,071.09** of the regional allocation for the 2027-2036 Ten Year Transportation Plan.
- The remaining 20% (855,767.77) would be paid by the City of Keene as cash match to the project.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- This project will require execution of a Municipal Agreement outlining the project development process and continued maintenance responsibilities for Keene following completion of the project.

Funding

Phase	2024 SWRPC Estimate	2025 NHDOT Estimate	YoE
PE	\$ 176,000	\$ 500,000	\$ 621,788
ROW	\$ 200,000	\$ 200,000	\$ 267,461
CON	\$1,784,000	\$ 2,357,000	\$ 3,389,590
Totals	\$2,227,000	\$ 3,057,000	\$ 4,278,839

Initial Priority #4: Swanzey – Pedestrian/cyclist improvements on NH 12 and Lake St./Lake St. realignment

Project summary: The purpose of this project is to encourage safe and convenient pedestrian movement in North Swanzey along NH Routes 12 and 32, connected by Lake Street. People of all ages, abilities, and backgrounds should be able to reach these amenities safely. Enhancing pedestrian connectivity in North Swanzey will promote safety, accessibility, community health, and local economic growth. These improvements should align with Swanzey’s Complete Streets Policy, adopted by the town in 2015. In the accompanying materials, a VHB memo describes a scope of work that represents seven segments of work to improve pedestrian and cyclist infrastructure. Only three of those segments are being proposed for NHDOT’s consideration currently. “Segment 1 - NH Route 12 (Town Line to Lake Street)” involves constructing new 5.5-foot-wide sidewalks and vertical granite curbing along the westerly side of NH Route 12 where sidewalks are currently not present, bridging the existing gap between the Keene town line and the Citgo gas station. Ancillary work will include installing associated closed drainage infrastructure. Additionally, new sidewalks, vertical granite curbing, and 2-foot grass panels will be added on the easterly side of the NH Route 12, Lake Street, and Swanzey Factory Road roundabout, complete with new pedestrian crosswalks across NH Route 12 and Swanzey Factory Road. “Segment 3 - Lake Street (NH Route 12 to NH Route 32)” would extend the new 5.5-foot-wide sidewalks and vertical granite curbing along the northerly side of Lake Street between NH Route 12 and NH Route 32. Ancillary work will include installing associated closed drainage infrastructure. Finally, “Segment 7 - Lake Street (Realign Lake Street at Intersection with NH Route 32)” involves realigning the intersection to form a traditional 90-degree T-intersection, replacing the current stop-controlled, triangle-shaped intersection. Sharrows are recommended for Lake Street as well.

Review Comments

- NHDOT reviewers noted that Lake St. is not a Federal Aid eligible facility. This may impact the scope of work that can be completed along Lake St.
- The proposed sidewalks described in segments 1 and 3 are eligible for Federal Aid funding, as well as any necessary drainage work to support the new sidewalks along the route.
- It is not entirely clear that all the proposed intersection realignment work proposed in alternative 7 is federal aid eligible work.
- Given that the proposed improvements are for the purpose of pedestrian and bicycle safety, and the statement that the town is willing to manage the project as an LPA projects, the project would be established in the Ten-Year Plan as a municipally matched/managed project.

Review Summary

- The project is recommended to commence with PE in 2034 and CON beginning in 2036.
- The project will be funded at 80% federal funds with 20% Municipal match.
- The proposed project would use **\$2,220,608.84** of the regional allocation for the 2027-2036 Ten Year Transportation Plan.
- The remaining 20% (\$555,152.21) would be paid by the Town of Swanzey as cash match to the project.
- NHDOT Year-of-Expenditure (YoE) estimates include 3.7%/year to account for inflation.
- This project will require execution of a Municipal Agreement outlining the project development process and continued maintenance responsibilities for Swanzey following completion of the project.

Funding

Phase	2024 SWRPC Estimate	2025 NHDOT Estimate	YoE
PE	\$ 176,000	\$ 400,000	\$ 534,921
ROW	\$ --	\$ --	\$ --
CON	\$ 1,558,200	\$ 1,558,200	\$ 2,240,840
Totals	\$ 1,734,200	\$ 1,958,200	\$ 2,775,761



SWRPC

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Agenda Item IV

Date: March 3, 2025
To: Transportation Advisory Committee
From: Staff

RE: Preparation for Transportation Alternatives Program Application Scoring

Background

The New Hampshire Department of Transportation (NHDOT) has tasked all New Hampshire regional planning commissions (RPC) to submit regional prioritization scores for 2025 Transportation Alternatives Program (TAP) project applications originating from their respective RPC district. The goal of the federally funded TAP is to provide choices for non-motorized users that are safe, reliable and convenient. Three TAP applications were submitted from Southwest New Hampshire during this round including applications from Alstead, Antrim and Keene. RPC scores and recommendations are due back to NHDOT by April 25, 2025.

At the March 3rd meeting, SWRPC staff will present recommendations on the criteria and process for scoring the three applications. The envisioned process includes TAC members reviewing and scoring the applications as homework during the month of March and then convening to discuss and finalize scores at a TAC meeting scheduled for April 7th. More details about regional criteria and the process will be shared at the March meeting.

Recommendation

For your information.