

**CHA CONSULTING, INC.**  
**11 KING COURT**  
**KEENE, NEW HAMPSHIRE 03431**  
**TEL: 603-357-2445 FAX: 603-357-8770**  
**www.chasolutions.com**

**PROJECT: Route 101 Improvements**  
**Keene 41590**

**DATE OF CONFERENCE: December 6, 2023, 1:30 PM**

**LOCATION OF CONFERENCE: 2nd Floor Conference Room - City Hall, Keene, NH**

**PURPOSE OF MEETING: Project Working Group Meeting**

**Attendees:**

- David Smith, NHDOT
- Kris Kozlowski, NHDOT
- Curtis Morrill, NHDOT
- John Kallfelz, NHDOT
- Rob Faulkner, CHA
- Ellen Moshier, CHA
- John Parrelli, CHA
- Don Lussier, City of Keene
- Stephon Mehu, Town of Swanzey
- JB Mack, Southwest Region Planning Commission (SWRPC)

**Agenda: Attached**

**Meeting Overview:**

- Meeting was kicked off and meeting guidelines and expectations were discussed.
- The purpose of the meeting was to:
  - Review/Refine/Finalize Purpose and Need Statement
  - Review/Refine/Finalize Swanzey Factory Road Alternative Layouts and Matrix
  - Confirm makeup of Project Working Group (i.e., discuss potential to include property/business owner representation)
  - The goal was not to take alternatives ‘off the table’ at this time.
- The technical discussion began with a PowerPoint presentation which included:
  - A project overview
  - The Draft Purpose and Need statement
  - An overview of resource assessments to date
    - Cultural Resources
      - Historic Properties
      - Archaeological Assessment Results
    - Environmental: floodplains, wetlands, shorelands, fisheries, contaminated properties, invasive species, federally listed species, Section 4(f), and Section 6(f).
- An overview of existing traffic operations on Route 101 and sight distance.
- A discussion on Swanzey Factory Road Alternatives
- An overview of the draft selection criteria for the Swanzey Factory Road Alternatives which includes:
  - Safety
  - Pedestrian and Bicycle Accommodations

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- Resource Impacts and Accommodations
- Right-of-Way
- Utilities
- Cost
- Constructability
- Bridge Considerations
- Maintenance
- Meets Purpose and Need
- Public and Stakeholder Support
- The group walked through the draft Swanzey Factory Road alternatives matrix.

**Discussion:**

- It was noted that the project need as part of the RPC application included “modernizing” the roadway and said that should be included in the formal Purpose and Need. By modernization it pertained to widening the roadway shoulders to meet current highway design standards.
  - The NHDOT is proposing a roadway typical which incorporates 12’ travel lanes and 5’ shoulders in each direction where feasible, as well as removal of the existing concrete slab under the existing roadway.
- It was noted that there was a pedestrian fatality just east of the project area a few years ago.
  - It was noted that there is increased pedestrian and bicycle activity just east of the project area near the correctional facility.
- It was noted that the slides for Alternatives 4A/4B should include historical impacts to the Stone Arch Bridge. The potential visual impacts to the historic arch bridge were included in the matrix and would be added to the slides.
- It was questioned if the City owns Swanzey Factory Road in fee or by easement. A subsequent email indicated that the road was laid out in 1814 but it was not readily known if the City owned the ROW or not. It would take additional research to find the original documentation to determine if the land was purchased or if there is only an easement.
- Existing turning volumes at the Swanzey Factory Road intersection were discussed. Turning movements are generally low and discussion ensued about where left-turns exiting Swanzey Factory Road are going. Follow-up on origins and destinations indicate that from Swanzey Factory Road: 27% of the vehicles take a left, of those 27%, 18% take a right on Optical Ave. Approximately 87% of vehicles on Swanzey Factory Road are coming from the Route 12/Swanzey Factory Road/Lake Street roundabout with the remainder coming from generators on Swanzey Factory Road. See attached image.
- The group discussed if additional types of selection criteria shown in the matrix should be consider or if any that should be removed. Adding a ‘construction duration tolerance’ for Route 101 which would include some relative construction durations for each alternative to gage what might be acceptable to the community was discussed. It was decided that most Swanzey Factory Road alternatives would be constructed off-line and would not vary greatly and would not be an additional factor in the decision making for Swanzey Factory Road; however, would be a consideration for Route 101.
- It was noted that even though Alternatives 4A and 4B would provide pedestrian and bicycle connectivity to the rail-trail that would be achieved by the Prowse Bridge in the future, one member stated that the new crossings/bridges would be a detriment to the existing historic Stone Arch Bridge.
- The potential for detours were discussed at a high level or if alternating one-way traffic could work with signal control. This will be studied as the project advances. The construction of Route 101 will be challenging with narrow ROW, proximity to the Branch River, high vehicle volumes, and the removal of

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the concrete slab. It was noted that the Route 9 Roxbury-Sullivan project completed a couple of years ago was constructed utilizing alternating one-way traffic and there were long delays. It was noted that the traffic volumes on Route 9 associated with that project were less than Route 101. There was also a discussion regarding a similar project in Acworth where alternating one-way traffic was used during construction.

- A comment was made that Alternative 2 (behind the Fastener Mill) was most favorable; but, acknowledged we weren't deciding on the preferred alternative at this time. It was discussed that Alternative 2 will require no-parking to be enforced in front of the adjacent Route 101 businesses. There will be potential significant impacts to ROW with this alternative that will need to be discussed.
- It was noted that the Tier 1 stream near Thompson Road has a 200-acre watershed. This stream enters the closed drainage system through an 18-inch pipe near Thompson Road behind 640 Marlboro Street. Based on the drainage analysis, a 4' x 4' box is required to convey the stream under Route 101. It was noted that during larger storm events, water does pond in the shoulder along Route 101 but there have not been any significant flooding issues that attendees were aware of. It was discussed that there is a potential area for a BMP to the east of Branch Road along Route 101 and that the City strives to meet MS4 requirements (although not an MS4 community). The City has plans to do work at the Thompson Road intersection. Following the meeting, GIS based drainage information around Thompson Rd. was shared with the design team.
- The City plans to replace their existing water line on a portion of Marlboro Street and Route 101 as a non-participating cost as part of the project on Route 101. No sewer upgrades are required. Any infrastructure changes that are a result of the project, will be a participating cost.
- It was discussed if any additional participants should be added to the Project Working Group. The group wanted to think about the request and follow-up.
- The location for the upcoming Public Information Meeting was discussed. It was discussed meeting in the Blastos Room or Keene Public Library; however, the Blastos Room may not be well suited for broadcast. Following the Public Information Meeting, the Public Working Group will meet again and then go to a Public Officials Meeting. Following these meetings, we will work towards the Public Hearing.

As a follow up to the meeting, it was confirmed that Swanzev Factory Road is a "Bicycle Street" in the City's guidelines. The City will advocate for the features and elements described on pages 16-17 of the Guidelines (see attached).

Prepared by:



Ellen Moshier, PE  
CHA Project Manager

# AGENDA

**Project:** Keene 41590 - NH 101 Improvements from east of Optical Ave to Branch Road

**Purpose:** Project Working Group Meeting #1

**Location:** Keene City Hall 2nd Floor Conference Room  
Washington Street Keene, NH

**Date:** December 6, 2023

**Time:** 1:30 PM to 3:30 PM

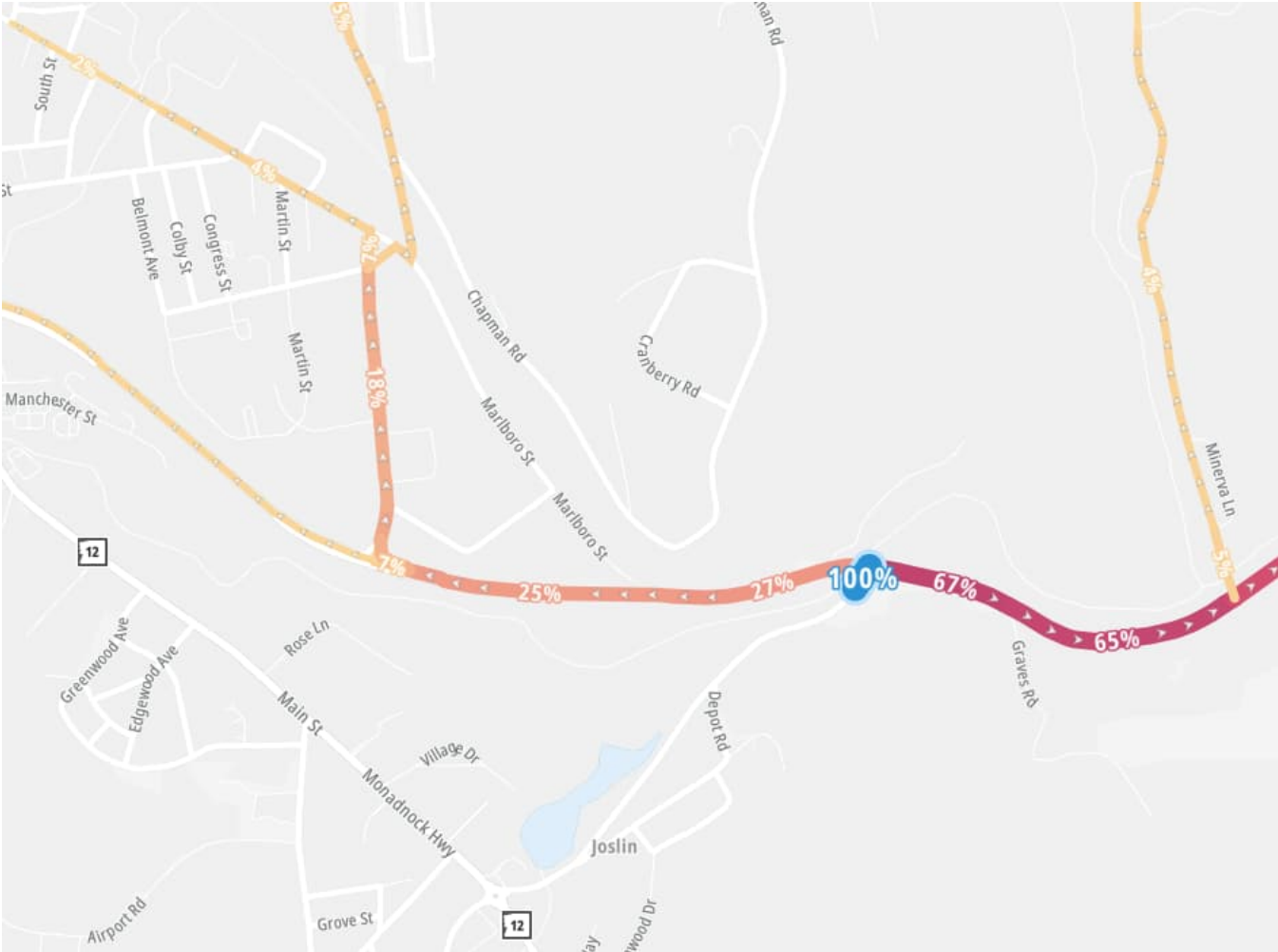
## Topics of Discussion

1. Welcome and Introductions
2. Meeting Guidelines and Expectations
3. Meeting Goals
  - a. Review/Refine/Finalize Purpose and Need Statement
  - b. Review/Refine/Finalize Swanzey Factory Road Alternative Layouts and Matrix
  - c. Confirm makeup of Project Working Group (i.e. discuss potential to include property/business owner representation)
4. Project Overview/Slideshow
5. Purpose and Need Review
6. Swazey Factory Road Alternatives Layout Review
7. Swanzey Factory Road Alternatives Matrix Review
8. Project Working Group Makeup
9. Schedule/Next Steps
  - a. Public Informational meeting
  - b. Project Working Group meeting
  - c. Public Officials meeting
  - d. Project Working Group meeting
  - e. Public Hearing
10. Meeting Closeout

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**Swanzy Factory Road Traffic O-D**



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**City of Keene: Complete Streets Guidelines**

## BICYCLE STREETS

This street type gives bicycles priority treatment through street improvements intended to enhance bicycle convenience and safety (e.g. bike lanes, sharrows, bicycle racks, etc.). Bicycle Streets, together with Gateway Streets, Slow Streets and off-road paths, provide a bicycle network that traverses the City and provides safe space for bicyclists.



### Where are Bicycle Streets in Keene?

- |  |   |
|--|---|
| <input type="checkbox"/> Arch St       | <input type="checkbox"/> N Lincoln St       |
| <input type="checkbox"/> Ashuelot St   | <input type="checkbox"/> North St           |
| <input type="checkbox"/> Baker St      | <input type="checkbox"/> Old Walpole Rd*    |
| <input type="checkbox"/> Beaver St     | <input type="checkbox"/> Pako Ave           |
| <input type="checkbox"/> Bradford St   | <input type="checkbox"/> Pearl St           |
| <input type="checkbox"/> Castle St     | <input type="checkbox"/> Portland St        |
| <input type="checkbox"/> Eastern Ave   | <input type="checkbox"/> River St           |
| <input type="checkbox"/> George St*    | <input type="checkbox"/> Roxbury St*        |
| <input type="checkbox"/> Gilsum St     | <input type="checkbox"/> S Lincoln St       |
| <input type="checkbox"/> Hastings Ave  | <input type="checkbox"/> School St          |
| <input type="checkbox"/> Hurricane Rd* | <input type="checkbox"/> Summit Rd*         |
| <input type="checkbox"/> Island St     | <input type="checkbox"/> Swanzey Factory Rd |
| <input type="checkbox"/> Ivy Dr        | <input type="checkbox"/> Union St           |
| <input type="checkbox"/> Key Rd        | <input type="checkbox"/> Water St           |
| <input type="checkbox"/> Krif Rd       | <input type="checkbox"/> West St*           |
| <input type="checkbox"/> Maple Ave     |   |
| <input type="checkbox"/> Marlboro St*  |   |

\*Street type changes along roadway segment.

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