

March 27, 2013

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT:** BEDFORD  
X-A000(143)  
13953  
NH 101, Widening to 5 Lanes from NH 114 to Wallace Road

**DATE OF CONFERENCE:** March 20, 2013

**LOCATION OF CONFERENCE:** Bedford Town Meeting Room

**ATTENDED BY:**    NHDOT                            Others  
                          Alex Vogt                            See attached attendance list  
                          Mike Dugas  
                          Marc Laurin

**SUBJECT:**    Public Informational Meeting

**NOTES ON CONFERENCE:**

Alex Vogt stated that the Department is about to start engineering design on safety and capacity improvements to NH 101 from Wallace Road to NH 114. The Department is seeking to validate or update the design recommendations shown in the 2002 NH 101 Corridor Study.

Marc Laurin explained the evaluation process that would be undertaken as design alternatives are developed. The project's effects on natural resources (e.g., wetlands, water quality, air quality, noise, etc.) and cultural resources (e.g., historic buildings and districts, archeology, etc.) would be determined and reviewed with the appropriate resource agencies. He also explained the steps necessary for qualified abutters to become "consulting parties" to the Section 106 review process.

Mike Dugas explained the existing conditions within the two-mile segment of NH 101 from Wallace Road to NH 114, and revisited the recommendations of the 2002 corridor study. This segment of NH 101 was built in the early 1950s as a bypass of the town center and provided 12' lanes and 8' paved shoulders, with a 100' wide right of way. The posted speed limit is 40 mph, which reduces to 35 mph east of Old Bedford Road. Prior improvements have been made to this segment of highway including expansion of the Wallace Road intersection (c. 1995), extension of the second westbound travel lane through the Old Bedford Road intersection (c. 2007), and installation of a traffic signal and turn lanes at Nashua Road for the Bedford High School (c. 2010).

Recent traffic counts show that the average daily traffic volume on NH 101 near Wallace Road is 27,000 vehicles per day, while the volume near NH 114 is 34,000. Records from the Department of Safety indicate that 332 crashes occurred within the project area from 2007 through 2011. Most crashes occurred at or near the signalized intersections where congestion is the greatest. The most common crash type reported was rear-end crashes, and most crashes resulted in property damage only. The crash types and outcomes are indicative of congested traffic operations.

The key deficiencies that are observed include the following:

- heavy traffic volumes, particularly in the AM and PM peak periods, which lead to long delays and cause much traffic to divert to Town roads;
- numerous crashes;
- high speeds, particularly when the traffic volumes are lower and congestion is reduced;
- hazardous left turns from unsignalized intersections and driveways, and
- limited pedestrian accommodations.

The objective of this project will be to address these deficiencies while minimizing impacts on private property and natural and cultural resources.

The 2002 NH Route 101 Corridor Study by the Southern NH Planning Commission proposed the following improvements to this segment of NH 101:

- Add a second travel lane both eastbound and westbound to reduce traffic congestion.
- Add a raised median.
- Provide left turn access where appropriate. Consolidate side road and driveway left turns where possible.
- Provide landscaping where appropriate both in the highway median and on the roadside to calm traffic and improve aesthetics.
- Provide shoulders for bicycles and sidewalks for pedestrians.

M. Dugas concluded by stating that although the right of way is fairly wide, so too are the envisioned improvements. Impacts to private property and resources are likely unavoidable.

A. Vogt finished the presentation by describing the project's anticipated cost and schedule. The current estimated total cost of the project is \$8 million (\$6.5 million construction, \$1.0 million engineering, and \$0.5 million right of way) and will be borne by federal and state funds. The actual cost of the improvements will not be known until design is complete and construction bids are received. There are no anticipated direct costs to the Town unless the Town chooses to extend their municipal utilities while NH 101 is under construction. He pointed out that the road improvements may propose to construct sidewalks. Because the NHDOT does not maintain sidewalks, a municipal agreement would need to be executed between the Department and Town ensuring that the Town agrees to maintain the sidewalks.

Questions and Comments:

1. Linda Gould, Executive Director of the Bike-Walk Alliance of NH, commented that it is critical that the improved NH 101 accommodate bikes and pedestrians, and that the added

lanes may result in higher speeds. She asked if the roadway would have rumble strips. A. Vogt answered that rumble strips are unlikely due to the proximity of residential areas.

2. Rep. Dave Danielson commented that the design needs to plan for future traffic growth on NH 101. A. Vogt responded that the design will evaluate not only current traffic volumes, but the increases expected over the next 20 years. With that said, because the volumes are so high it may be impractical to expand the highway sufficiently to address capacity deficiencies entirely.
3. Elaine Tefft, 7 Meetinghouse Road, commented that the recommendations of the 2002 corridor study may not be valid. She expressed several concerns with the project including the following:
  - She felt that sidewalks are inappropriate and unsafe alongside a highway such as NH 101.
  - She felt that the current project limits are short-sighted and won't effectively address the many issues on NH 101.
  - She expressed concern with direct property impacts and disruption that may result from the widening.
  - She was concerned that traffic delays during construction will increase the volume of traffic using Town roads to bypass congestion. The Town roads could suffer undue wear from the increased traffic and should be improved by the State.
  - She felt that left turns, even at the signalized intersections, are still unsafe.
  - She recommended that any improvements be extended west to Joppa Hill Road.
4. Tony Yakovakis, Ethan Allen, asked what the purpose of raised median islands is. A. Vogt answered that the intent is to reduce the number of locations where left turns are allowed. The proposed locations where left turns will be allowed has not been determined.
5. John Crafts, Bell Hill Road, suggested that Bell Hill Road be realigned to intersect NH 101 at Nashua Road (as the fourth leg of the signalized intersection) to improve access to the residential areas on the north side of NH 101.
6. David Clark, Bedford Center Road, mentioned several comments and concerns:
  - He noted that some of the ROW lines on the plans are inaccurate.
  - He commented that the existing NH 101 congestion leads many drivers to divert onto Town roads to bypass the queues. He felt that this diversion could increase during construction.
  - He felt that left turns from the east end of Bedford Center Road are unsafe and should be prohibited.
  - He expressed concern with construction noise and dust, with the increased noise of the widened highway due to its encroachment on the residential areas, and with potential impacts to historic resources.
7. Alan Goedecke, 284 Route 101, mentioned the following:
  - He felt that the proposed NH 101 improvements should extend west of Wallace Road.

- He stated that left turn lanes are needed at Meetinghouse Road.
  - He suggested that a bridge be built to carry Nashua Road over NH 101, as was proposed in the corridor study. He felt that ramps could also be considered to give at least partial directional access between NH 101 and Nashua Road.
  - He suggested that if the cost of the improvements exceeds what the DOT can justify, perhaps the Town could consider participating in the funding.
  - He noted that the intersection of NH 101 and NH 114 also experiences very heavy traffic and long delays, and should be studied for improvement.
8. Jeff Koellmer, Bethany Covenant Church, stated that NH 101 lacks a refuge for westbound left turns entering Covenant Way, and asked that the NH 101 improvements extend west of Wallace Road. [His written comments are attached.]
9. Rep. Dave Danielson offered several additional questions and comments:
- He asked where wetland mitigation would occur? A. Vogt answered that it is too early to know details of the impacts or the possible mitigation.
  - He offered NH 101A in Nashua as an example of what not to do with NH 101.
  - He expressed support for consolidating access points where possible.
  - He asked if noise reduction measures could be considered, such as “quiet pavement.” A. Vogt answered that typical measures such as noise barriers would likely not be appropriate in this area. Also, the Department doesn’t have experience with “quiet pavement.”
  - He reminded all of the significance of the oak tree in front of the Bedford Village Inn and the need to avoid impacts to it.
10. Tom Barrett, Carlyle Place, expressed concern with the possible loss of left turn access at his facility’s driveway. He also suggested that the NH 101 signals be coordinated to try to improve the traffic gaps available to the intervening side roads.
11. Susan Tufts-Moore, Bedford Center Road, expressed several concerns and comments:
- Traffic diverts to Bedford Center Road to avoid NH 101 delays.
  - She recommended that the Town’s 2010 master plan be consulted for guidance on the community’s thoughts on bike/ped safety.
  - She recommended that a grade separation (either a bridge or an underpass) be considered at Nashua Road / Bell Hill Road.
  - She recommended that the existing cattle crossing structure near Bedford Center Road be improved for use.
  - She stated that the NH 101 improvements should strive to enhance the appearance of the highway.
  - She expressed concern with potential historic impacts from the proposed widening.
12. Paul Goldberg, Chairman of the Bedford Planning Board, felt that the recommendations of the 2002 corridor study are still valid.
13. Dr. Manish Chopra expressed concern regarding possible wetland impacts.

14. Mary Ann Senatro, library director, expressed concern with the safety of left turns at Meetinghouse Road and recommended that a left turn lane be provided.
15. Following the meeting, Sen. Andy Sanborn recommended that an interim improvement be studied to add left turn lanes at Meetinghouse Road. Since the implementation of the comprehensive NH 101 improvements will take at least a few years, he felt that adding even a short left turn lane in the meantime would improve safety.

Submitted by:



Michael J. Dugas, P.E.  
Chief of Preliminary Design

NOTED BY: M. Laurin, A. Vogt

cc: Bill Cass  
Alex Vogt  
Marc Laurin  
Jessie Levine, Town of Bedford

**MEETING ATTENDANCE**

**PROJECT** Bedford: NH 101 improvements from Wallace Road to NH 114 - introductory public meeting  
**LOCATION** Bedford Town Meeting Room  
**PROJECT NO.** X-A000(143) 13953  
 Federal State

Name	Agency or Address	Comments
Christina Jenkins	24 Bedford Ctr Rd BEDFORD	
MaryAnn Senatro	Bedford Public Library	
JOHN CROAFIS	BELL Hill 025	SCIENCE A 4 way INTERSECTION AT BELL HILL
GREG ZUMBERMAN	86 BEDFORD CENTER RD	
PAUL GOLDBERG	17 LIPPING NORTON CRANE	CHAIR - BEDFORD PLANNING BOARD
Al Goelcke	284 Rt 101	Business on this Road
Tim white	SNHPL	
Nancy + Anthony Luong	50 Bedford Center Rd	
Linda Gould	2 Eden Williams Rd	
Mr. E. David Bell	7 Meetinghouse Rd	Lead on 101
Stanford M. Thibault	Manchester NH	own land on Meetinghouse near 101
JEFF KOELMER	BETHANY COVENANT CHURCH	PLEASE CONSIDER IMPROVING FEEDBACK WALLACE
DAVID CURRY	62 BEDFORD CENTER ROAD	WANT TO BE A "CONSULTING PARTNER" - idcard@printquest.com
Kate Hanna	58 Bedford Center N.J.	
Andy Samba	50 Campbell	
Lachie Samba	" "	
MDE VILLENEUVE	146 COUNTY ROAD	
DAVE DANIELSON	9 DORBY LAKE	
MIKE SPANRO	49 GRASMAN LN	
JOHN J. BRZEONSKI	55 CONSTITUTION BEDFORD	
Tony YAKOVAKIS	191 101 west Bedford NH	Ethan Allen
RAYMOND LORDEN	175 Rt. 101 - Bedford	Run Public Water down the Street
John Fitzgerald	Madriver Realty Corp	170 Dunsmuir Way, Woburn, Md. 01801

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Name	Agency or Address	Comments
DUKE ANAGNOST	ANDREWS GAS 162 Elm St	member
JIM STANFORD	Bedford Public Works	
JIM SCANLON	Bedford Town Council	
MURRAY	Bedford Planning Board	
Alex VAILIAS	Bedford LLC, 90 West St	Large Commercial
TOM BARRITT	CARLYLE PLACE	
Alyssa Hilson	CARLYLE PLACE	
Kenton Gallo	175 Witches Post Ln	
Mike Gallo	175 Witches Post Ln	
Rick Sawyers	Bedford Planning Director	
Bill Ashford	CHA	
<b>BILL JEAN</b>	<b>BEDFORD TOWN COUNCIL</b>	
MAC McMAHAN	" "	
ARMY MICH	Union Leader	
Rich Moore	Bedford Center Rd	
Susan Tufts-Moore	" "	
Cherise Deaneham	5 SHAW DR	
Ryk Buitolic	11 Meetinghouse Rd	
Chris Bandazian	Bedford Town Council	
Bill DERMODY	BEDFORD TOWN COUNCIL	
John Graham	Bedford - 5 Meetinghouse Ln	
Brian Harjula	Buck River Road	
Debra McLaughlin	12 Briar Rd. Bedford	
Kevin Fortier	3 Liberty Hill Rd	
LISA COMBS-FOOTER	3 LIBERTY HILL RD	Longest frontage on lot all concerns about design

BEDFORD 13953  
Received at PIM  
3/20/2013  
DW

My name is Jeff Koellmer and I am a Bedford resident and Commission Chair at Bethany Covenant Church. We are located at 1 Covenant Way here in Bedford.

Covenant Way intersects with Rt. 101 at the crest of the hill between Wallace and Jenkins Road, just .8 mile west of your proposed widening project. Both Jenkins and Wallace Road intersections have already been widened, and we are asking that the State consider improving this middle section of Rt. 101 as well.

Vehicles entering Covenant Way from the west bound lanes must signal and stop in the traffic lane, waiting for East bound traffic to clear enough to safely make entry. The road improvements for the new Hannaford's market result in higher speeds, making entry into Covenant Way from the east a very dangerous and risky proposition at best. Local police records show that at least 11 accidents have occurred at our intersection over the past 9 years.

Although we are a church that sees heavy volume on Sundays, we also sponsor a pre-school that meets in two sessions each weekday. There are approximately 70 cars that enter and exit Covenant Way carrying students each morning and afternoon. Our Sunday services are averaging close to 300 attendees, requiring anywhere from 150 – 200 cars that make access each Sunday morning, not to mention meetings and other events that occur during the week. We consider ourselves blessed and lucky that no one has been killed over the years, and sincerely hope that this never occurs. We recognize that further improvements to Rt. 101 may very well result in higher speeds and the increased potential for accidents. Please consider our request as you decide about widening other parts of Rt. 101.

Thank you for your time and concern for the residents of Bedford!