

For NHDOT use only: Application #: _____ LOI Received on: _____ MMW Attendee: _____ MMW Date: _____ Application Received on: _____
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**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

Round 4 - 2021 APPLICATION FOR FUNDING

1. Sponsor Information *(Sponsor is the municipality or school district / SAU that is applying. Contact is the person who will be in responsible charge of the project).*

Sponsor Name:

Mailing Address:

Telephone:

Email:

Contact Name:

Title:

Mailing Address:

Telephone:

Email:

Governing Regional Planning Commission:

2. Project Information

Map: *(A map is required as part of the application. Map must be scanned as a pdf file. Map should include street names, State route numbers, project details, identification of resources, north arrow, and a scale)*

MAP SUBMITTED

Eligible TAP Activities: *Check the eligible TAP activity(s) that your project is proposing.*

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq).

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

The Safe Routes to School Program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: Infrastructure-related projects only.

Description of work being proposed:

(Clearly describe purpose and need for project as well as project goals and objectives)

Resources within project limits:

(List all cultural, archeological, and natural resources, as well as any known hazardous materials in project limits)

Project Details

Road Name(s) *(List all roads in project limits)*

State Route Number: *(List all State route numbers or N/A if on a municipal road)*

Railroad: *(List name of railroad corridor if rail trail or rail with trail project)*

Other: *(If off-road path, describe beginning and ending termination locations)*

Length of Project: *(If more than one location, provide total length of proposed improvement)*

Width of proposed improvement: *(If width isn't consistent, provide an average width for majority of improvements)*

Surface Type: *(List Paved, Concrete, Gravel, Stone Dust, etc. for all proposed improvements)*

Ownership: *(List the entity that owns the land in the limits of your proposed improvements)*

3. Project Cost Estimate

Identify the estimated project costs under each of the phases below.

A) Design/Engineering: \$
(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)

B) Right-Of-Way: \$
(Cost of easement acquisition and/or land acquisition)

C) Construction: \$
(Cost of constructing project, materials, and labor)

D) Construction Engineering: \$
(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)

Project Total: \$
(Min. \$400,000 Max \$1,250,000)

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get your total up to \$400,000 or over \$1,250,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the TAP program but you want the work done under the overall contract.

Federal \$
(\$1,000,000 Max. \$320,000 Min. for federal amount requested)

%
(80% Max. for TAP reimbursement)

Match \$
(Enter amount of local match and additional funds if applicable)

%

Non-Participating \$

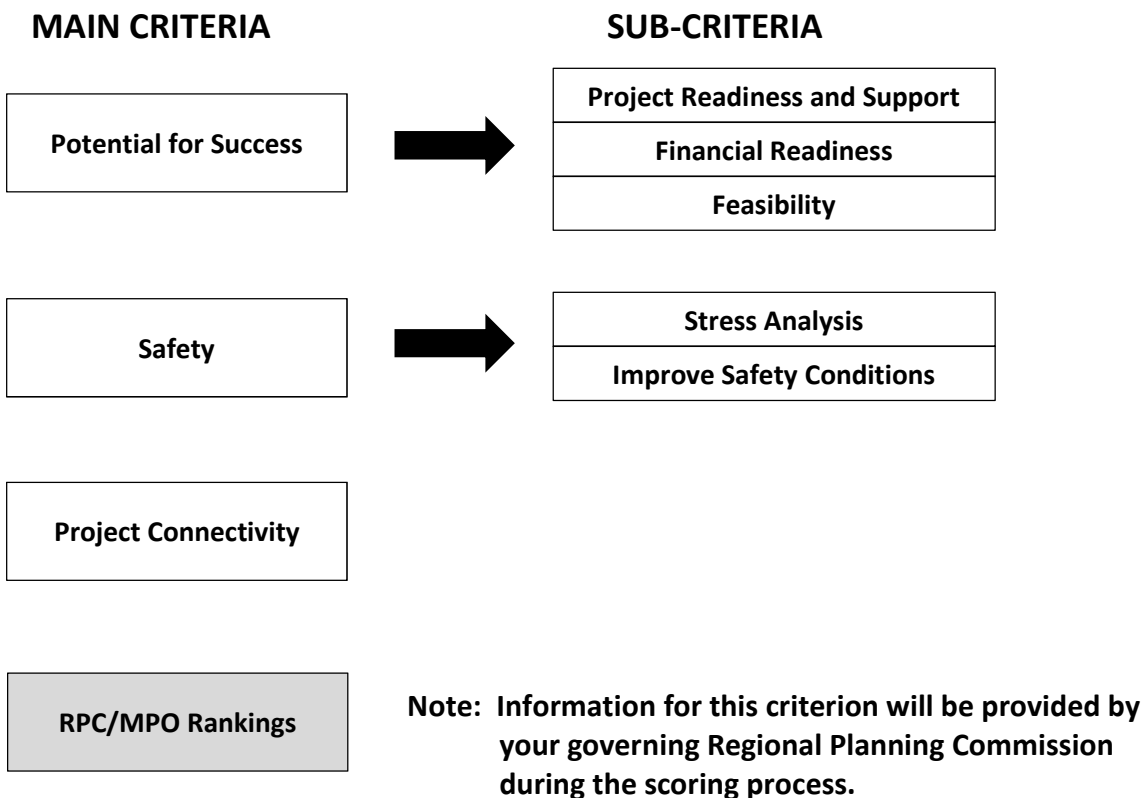
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

Reason for non-participating funds

4. Evaluation Criteria (*Applications will be scored on criteria developed by the Department's Transportation Alternatives Program Advisory Committee (TAPAC). The TAPAC developed these criteria to select the best applications for funding.*)

There are four main criteria and five sub-criteria that will be used to evaluate projects and are listed below:

- **RPC/MPO Ranking criterion, Section D will be done by the governing regional planning commission using the information provided in the application. Application will be submitted to the Department and the Department will forward copies to the Regional Planning Commissions**



A) Potential for Success: Sponsor will need to demonstrate the factors that will indicate a project's likeliness to succeed.

MANDATORY REQUIREMENT: All applications must include a letter of support from the Sponsor's governing body committing to actively engaging and leading the project. Application will not be accepted without this letter.

Letter of support attached:

- **Project Readiness and Support:** *Is the project part of a local and/or regional plan and effort, and has it been endorsed by local and regional bodies and advocacy groups? That is, did you build your case about the importance of this project to many constituents like conservation commission, planning board, other local groups? Is it part of a regional plan or have RPC/TAC support? Is it part of a master plan or other planning document? (Number of constituents and/or planning documents will be used for scoring)*

- **Financial Readiness:** *(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for the entire project. (The Department reimburses a maximum of 80% of each reimbursement request.) Explain how the project will be funded and the timeline for funding. Is there a written commitment to bring this project forward for approval of funds at town meeting, through capital reserve funds, through inclusion in the capital improvement plan, etc. or are there funds already raised/appropriated and dedicated to this project?*

- **Feasibility:** *Address historic, cultural, environmental, maintenance, possible areas of contamination, and other related issues that may impact the project's ability to succeed. Applicant should discuss issue and how it will be addressed. Discuss impacts to project timeline and possible financial impacts.*

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of user stress as a result of the project being implemented. This criterion will be rated on the difference between the stress level of the existing condition versus the anticipated stress level of the proposed project.

- **Stress Analysis:**

- *Describe the existing stress level of your project area as it exists today without the proposed project and based on the scale below, assign it a letter. You must justify why you chose the letter.*
- *Describe the anticipated stress level for the project area after the proposed project is completed and based on the scale below, assign it a letter. You must justify why you chose the letter.*

A - Facility is reasonably safe for all children.

B - Facility can accommodate users with basic skills and knowledge of traffic.

C - Facility requires an intermediate level of skill and knowledge of traffic to use.

D - Facility requires an advanced level of skill and knowledge of traffic to use.

E - Facility is generally not suitable for pedestrians or bicyclists.

- **Improve Safety Conditions:** *Improvement over existing safety conditions - are there very specific actions that are being taken to improve safety. What specific safety improvements will be made? If there is information, (road safety audit, corridor study, etc.) to support it, please provide it in pdf format with your application. Only specific actions and improvements will be used for scoring - anecdotal information will not be used.*

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations, how it fits in with the larger transportation network and identify any other modes it will serve.

- *Does the project fill a vital gap in an existing transportation network or phased plan? Does it provide a standalone new facility that did not exist previously? Is it part of a larger phased plan? List the different modes and destinations it link together? Please describe in detail all connections, and if part of a phased plan what will the proposed improvement accomplish? Is it the first phase, middle phase or final phase of the plan.*

D) RPC/MPO Rankings: This section will be completed by the local Regional Planning Commission for your project.

- *The Department will send applications to the local Regional Planning Commissions to score and develop a regional ranking. This information will then be incorporated into the final score of projects.*

NO ACTION NEEDED FROM APPLICANT FOR SECTION D

Only one application will be accepted per municipality

- *The Department received 43 letters of interest requesting more than \$29.6 million in federal funds.*

5) Application Submission Information: The application is an adobe .pdf form and it must be saved and copied to our Department FTP site. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format and saved to the FTP site. Directions on accessing the Department FTP site are below. A tutorial on accessing the FTP site and copying files will be on the TAP website.

APPLICATIONS ARE DUE BY 11:59PM FRIDAY MARCH 19, 2021!

Failure to meet this deadline will result in your project being removed from the scoring process.

Submission Guidelines

Format: Application form ***must*** be saved electronically as a pdf and then copied to the Department FTP site. All supporting maps, letters and other documents must be saved as a pdf and transmitted saved to the Department FTP site with the application form.

Naming Convention: The FTP site has one folder for all submissions, **TAP Applications Round 4**. To keep track of the applications and attachments it is ***essential*** you follow the following naming convention. Name of town/city followed by file.

Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

Failure to follow this naming convention will cause confusion and could result in applications and/or attachments being lost.

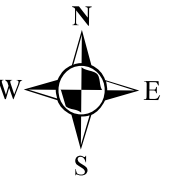
A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

Submission: All files must be received on or before 11:59 PM Friday March 19, 2021.

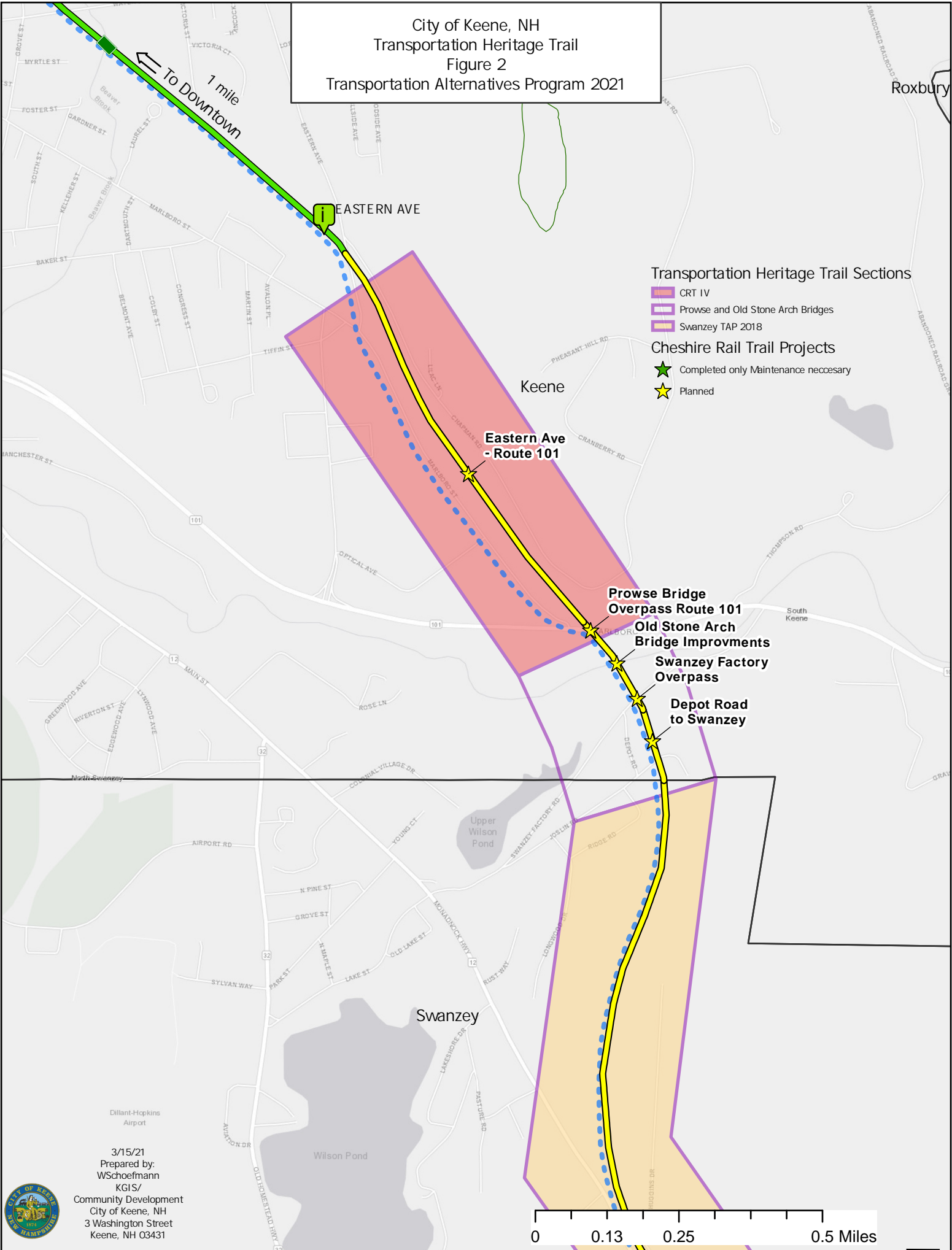
Direct any questions to: Tom Jameson, email: thomas.e.jameson@dot.nh.gov , phone: 271-3462

City of Keene, NH
Transportation Heritage Trail

Figure 1
Transportation Alternatives Program 2021



City of Keene, NH
 Transportation Heritage Trail
 Figure 2
 Transportation Alternatives Program 2021



Transportation Heritage Trail Sections

- CRT IV
- Prowse and Old Stone Arch Bridges
- Swanzee TAP 2018

Cheshire Rail Trail Projects

- Completed only Maintenance necessary
- Planned





City of Keene

New Hampshire

March 19, 2021

Mr. Thomas Jameson, P.E. TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: City of Keene TAP Application
Transportation Heritage Trail

Dear Mr. Jameson,

On behalf of the Keene City Council, I am writing this letter to convey the City's support for the proposed Transportation Heritage Trail (THT) project, and for the Transportation Alternative Program grant application submitted for Phase I of the project.

Since 1998 the City of Keene has been committed to improving the quality, safety and functionality of the City's transportation facilities for pedestrians, bicyclists, and other non-motorized users. To date, the City has improved over 6.5 miles of multi-use paths along the former Cheshire and Ashuelot Railroad corridors. These paths provide safe, convenient non-motorized transportation routes from outlying residential areas to the heart of our downtown. The City will be constructing another 3.7 miles of on-street and off-road improvements in 2021.

The THT will build on that success by connecting our existing trail network to improved rail trails in the Town of Swanzey. During Phase I, the City plans to improve approximately 4,100 feet of the Cheshire railroad, beginning at the existing trailhead parking lot on Eastern Avenue. This phase will also provide connections to the Chapman Road and Marlboro Street neighborhoods.

The City's FY21 – FY27 Capital Improvement Program includes local funding for this project beginning in FY24. The City of Keene has experience in successfully administering Local Public Agency (LPA) projects and has staff that are LPA certified. We are fully capable and prepared to implement a successful project.

Sincerely,

George S. Hansel,
Mayor



City of Keene

New Hampshire

March 19, 2021

Mr. Thomas Jameson, P.E. TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: City of Keene TAP Application
Transportation Heritage Trail

Dear Mr. Jameson,

My name is Dillon Benik. I am writing on behalf of the Bicycle Pedestrian Pathway Advisory Committee (BPPAC) to express our support for the proposed Transportation Heritage Trail Project (THT) and for the grant application submitted for Phase I of that project.

BPPAC is an advisory board to the City Council concerned with advocating for pedestrian and bicycling infrastructure and accessibility within our beautiful community. In addition to the expansion of shared access to our roadways, it remains a priority of BPPAC to see our trails preserved, and improved to enhance their use. The City of Keene has, with the help of BPPAC, improved miles of existing trails and paths to date. In addition to recreational use, these paths and trails foster greater connectivity by providing alternative access to economic centers both in Keene and neighboring towns.

The THT will provide a considerable boost to this connectivity. Once completed, the THT will serve as an important thoroughfare between Keene and neighboring Swanzey, as well as a recreational destination for the surrounding region.

Phase 1 will see approximately 4,100 feet of existing railbed improved, stretching from the current trailhead on Eastern Avenue out to NH 101, thereby connecting the Chapman Road and Marlboro Street neighborhoods with Keene's larger trail system. Put simply, this is exactly the type of project the folks serving on BPPAC are passionate about, and we as a committee support it in the strongest possible terms.

Sincerely,

Dillon Benik, Chair
City of Keene, Bicycle Pedestrian Path Advisory Committee (BPPAC)



City of Keene
New Hampshire

March 12, 2021

Mr. Thomas Jameson, TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302

RE: City of Keene TAP Grant Application – Transportation Heritage Trail, Phase 1

Dear Mr. Jameson,

I am writing on behalf of the City of Keene Energy and Climate Committee (ECC) to express the committee's strong support for the City's efforts to restore a section of the Cheshire Rail Trail and create connections between the rail trail and City neighborhoods. This project is a critical first phase for the Transportation Heritage Trail initiative, which is a regional effort to connect the rail trail system in Keene to networks in surrounding towns.

The Energy and Climate Committee has recently completed, and our City Council unanimously approved, a 2021 Sustainable Energy Plan which will help our community transition to 100% renewable energy for electricity by 2030 and for thermal and transportation uses by 2050 (www.KeeneEnergyPlan.com). This plan includes four pathways to achieve the transportation goal, the first of which is to reduce vehicle miles traveled by enabling people to get around Keene for their daily needs without a car.

The proposed rail trail improvements would expand the City's existing rail trail network and connect it to residential neighborhoods on Marlborough Street and Chapman Road, increasing access to the trail system for those residents. Eventually, it will connect downtown Keene to the Towns of Swanzey, Marlborough, Troy, and Fitzwilliam, enabling a safe and convenient connection for people to travel to and from Keene without a motorized vehicle. Given that a large proportion of the vehicle traffic in Keene is generated by people traveling to Keene from surrounding towns for work, school, and shopping trips, this project has the potential to provide a safe alternative and reduce vehicle emissions in Keene.

Attached, please find a copy of the March 3, 2021 minutes where the Energy and Climate Committee voted unanimously to support this project.

Respectfully,

Peter Hansel

Chair of the City of Keene Energy and Climate Committee



ENERGY & CLIMATE COMMITTEE MEETING MINUTES

Wednesday, March 3, 2021

8:00 AM

Virtual Zoom Meeting

Members:

Peter Hansel, Chair
Cary Gaunt, Vice Chair
Ken Dooley
Jake Pipp
Jude Nuru
Paul Roth
Zach Luse
Andrew Dey
Clair Oursler, Alternate

Members not present:

Denise Thomas

Staff:

Rhett Lamb, ACM/Community
Development Director
Mari Brunner, Planner

Presenters:

Emme Luck and Carolyn Sarno, Northeast
Energy Efficiency Partnerships (NEEP)

Chair Hansel called meeting to order at 8:00 AM.

1. Roll Call

Chair Hansel read a prepared statement explaining how Emergency Order #12, issued by the Governor of the State of New Hampshire, pursuant to Executive Order #2020-04, gives authority for public meetings to be held remotely and shared information about how members of the public can listen and share comments. He then read the Zoom meeting platform rules aloud and roll call was conducted.

2. Approval of February 3, 2021 Meeting Minutes

Mr. Roth moved to approve the February 3, 2021 meeting minutes, Vice Chair Gaunt seconded and the motion was passed by unanimous vote.

3. Presentation on Home Energy Labeling: Carolyn Sarno & Emmeline Luck, Northeast Energy Efficiency Partnerships (NEEP)

Chair Hansel introduced presenters Ms. Sarno and Ms. Luck from the Northeast Energy Efficiency Partnerships (NEEP). Ms. Luck introduced herself and her colleague Ms. Sarno and stated that they aim to help the City kickstart the process of developing a home energy labeling program and share resources, examples from other communities and

working groups would receive from the City. Ms. Brunner replied that the work groups will run informally, and each group will have less than what is required for a quorum therefore they will not be required to take minutes. However, they will not make any major decisions on their own and have to report back to the full group. She said for the Home Energy Labeling group, there is the opportunity to receive technical assistance from NEEP.

Vice Chair Gaunt asked if the Home Energy Labeling group wants to research more examples of what has worked, would they work with NEEP and come back to ECC and get approval or do they go directly with them. Ms. Brunner said she will make herself as available as possible to help each group out and NEEP will do so as well with the Home Energy Labeling group. She said her available time changes from week to week, but she will help to the extent possible, however, the heavy lifting will be done by the work groups themselves and their partners. Chair Hansel asked that the NEEP presenters make their presentation available to the Home Energy Labeling work group as well. Ms. Luck agreed that they would.

c. Electric Vehicles

Ms. Brunner stated that for the EV group, they can reach out to some other groups in the community that are working on EV issues, like the Monadnock Energy Hub. Mr. Roth stated he will go with the EV group.

5. Correspondence

a. Letter of Support for Keene TAP Grant Application – Chuck Redfern

Chair Hansel stated that they received two requests this month, one from Mr. Chuck Redfern regarding the Transportation Alternatives Program (TAP). Mr. Redfern is asking that ECC endorse the City's application to the State for grant funding. Ms. Brunner explained that the City of Keene can apply for grant funding for a federal grant administered by the state and requires a 20% local match. She said it is increasingly competitive each round. She stated that the City's focus is the Transportation Heritage Trail which extends the Cheshire Rail trail south, which currently starts in downtown Keene and runs down the old rail bed to Eastern Avenue and is a popular rail trail. She said the City would like to extend it; there are unimproved crossings along the trail that the City would eventually like to install a bridge over 101 which is a dangerous and busy crossing, and then the trail goes over the historic Stone Arch Bridge, however, in order to make it safe for pedestrian and cyclist crossing they would need improvements. She stated that the proposal is to improve the section of the trail between Eastern Avenue and Route 101 and there would be some connections to Marlborough Street and Chapman Road. Mr. Redfern has asked the ECC to write a letter of support for the grant, which may fit into the goal of the Sustainable Energy Plan which is to support alternative modes of transportation including walking and biking corridors. Chair Hansel emphasized that ECC does allude to transportation in the Sustainable Energy Plan so there is alignment between the two committees.

Chair Hansel asked if members would like to recommend that they endorse the grant and write a letter of support.

Mr. Roth moved to authorize the ECC Chair to draft a letter of support for the TAP grant, Mr. Oursler seconded, and the motion was passed by unanimous vote.

b. Request for Endorsement of Carbon Fee and Dividend – Nancy Gillard & Carolyn Jones

Chair Hansel stated that the committee sponsored an educational program about this a month ago. He asked if members of the public would like to speak to this request. Ms. Jones explained that Carbon Fee and Dividend entails charging a fee at the source and the money is returned to households rather than the government as it is revenue neutral and not market based, she stated that there can be deductions in emissions at the scale and speed that is needed. Studies show that the lowest income households come out ahead which makes it especially fair and viable politically. She said even the American Petroleum Institute is coming out in favor of carbon pricing and it also has support from many businesses; however, to make it attractive politically on a bipartisan level, the package of the fee and the dividend is attractive. She stated it would create a context for the City where prices reflect the cost of carbon pollution rather than individual mandates and regulations. Ms. Jones said she hopes that the City of Keene will join other cities across the country and twenty-eight NH towns that have endorsed carbon fee and dividend as there will be action in Congress soon, and this would be the most helpful effort to reach one hundred percent clean energy. Ms. Jones asked that the City Council pass a resolution and the Mayor write a letter to the President, the Governor and State representatives.

Chair Hansel asked if members have questions about the request before drafting a motion. Ms. Gillard added that the carbon fee and dividend is very consistent with the Sustainable Energy Plan and all the work the City is doing to reduce greenhouse gas emissions. She said it makes a lot of sense for the City to endorse the carbon fee and dividend and urged the committee's consideration of it. Chair Hansel asked how many communities in NH have already passed the resolution. Ms. Gillard replied that there are twenty-eight that have endorsed it at town meetings as well as the City of Portsmouth. She said in Cheshire County there are also six townships that have passed it, and four have it on their radar after receiving enough community support. Ms. Jones said that the County Commissioners are also considering the resolution. She said that the County drafted their own resolution, however, the ones from the town meetings are modeled on the Carbon Cashback Coalition and the one they are suggesting today is along those lines as well.

Ms. Brunner stated that the committee can make a recommendation today or wait until their April meeting. She said the recommendation would go to City Council and then the Mayor would most likely refer it to one of the City Council committees. She stated someone from ECC would probably be asked to explain their reasoning for making the recommendation along with members of the public and that committee



VIBRANT • ACTIVE • COMMUNITY
PATHWAYSFORKEENE.ORG
P. O. BOX 226, KEENE, NH 03431

March 19, 2021

Mr. Thomas Jameson, P.E TAP Program Manager
NHDOT Bureau of Planning & Community Assistance
John O. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

Re: City of Keene TAP Application
Transportation Heritage Trail

Dear Mr. Jameson:

I am writing this letter on behalf of Pathways for Keene, Inc. to express our full support for the TAP Application as submitted by the City of Keene. It is our understanding the application will be dedicated to the extension of the Cheshire Rail Trail at Eastern Avenue, and it will include access points for the Chapman Road and Marlboro Street Extension neighborhoods to the rail trail system.

This proposed segment of the Cheshire Rail Trail-South will be referred to as Phase I of the Transportation Heritage Trail. Eventually, the City of Keene and rail trail advocates envision this extension to connect to a historical and an award-winning bridge, which will cross the Route 101 highway.

Formed in July of 1994, Pathways for Keene has participated in fundraising for the city's rail trail system, along with neighborhood connection points. To date, our organization has never failed in its fundraising commitments to Keene. In fact, we have raised approximately half a million dollars for such projects. Our fundraising is based strongly on grassroots efforts, such as holding a July 4 annual, four-mile run/walk race known as the "4 on the 4th". This race series generates tremendous support from the public for the development of the community's rail trails system.

This phase of the project has brought purpose, focus and enthusiasm to our fundraising group. It will also eventually lead to a significant active transportation connection with the Town of Swanzey, and other communities south on the Cheshire Rail Trail.

Your committee's favorable reception of this grant proposal will greatly be received by the citizens of the area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shaun Filiault', written over a horizontal line.

Shaun Filiault,
Treasurer



Monadnock Alliance for
Sustainable Transportation (MAST)
37 Ashuelot Street, Keene, NH 03431
www.MASTNH.org

March 18, 2021

Mr. Thomas Jameson, P.E. TAP Program Manager
NH DOT Bureau of Planning & Community Assistance
PO Box 483
Concord, NH 03302-0483

Re: City of Keene TAP Round 4 Application

Dear Mr. Jameson:

We are writing to express strong support for the City of Keene's Cheshire Rail Trail Phase III Loop Project. The MAST Steering Committee feels this project would create a safer and more reliable multimodal transportation connection between the City's vibrant downtown, the underdeveloped Marlboro Street Corridor and the Region's recreational rail trail network.

This project supports and advances MAST's vision for a future where everyone can move around conveniently and safely, with or without personal automobiles. It is also directly aligned with our Action Plan strategies to expand use and availability of sidewalks and walkways, and to increase use and availability of bicycle infrastructure. Finally, the project highlights the City's success in implementing Complete Streets improvements as directed by their Complete Streets Policy and Design Guidelines.

The MAST Steering Committee strongly urges you to consider fully supporting this project as it represents a significant move towards making Keene a safer, more sustainable and multimodal transportation hub.

Sincerely,

Drew Bryenton

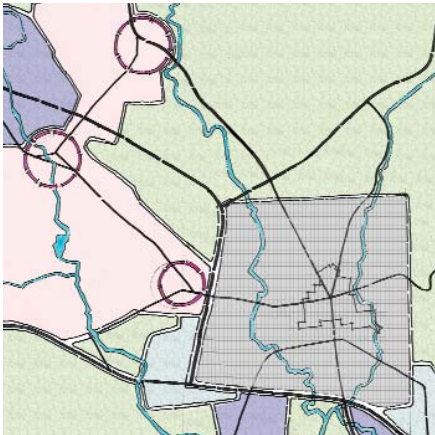
Drew Bryenton
Vice Chair, MAST Steering Committee

Transportation Heritage Trail

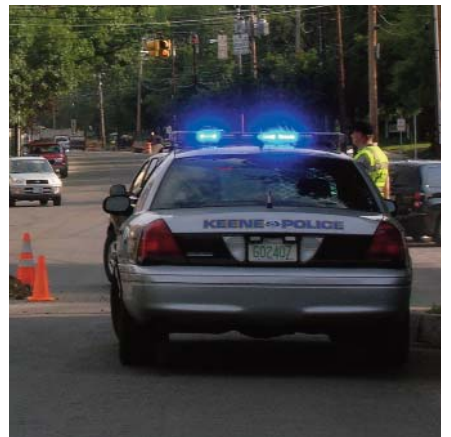
Order-of-Magnitude Cost Estimate

Phase I

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
201.01	CLEARING AND GRUBBING	AC.	2.2	\$15,000.00	\$33,000.00
203.1	COMMON EXCAVATION, UNSUITABLE	C.Y.	2200	\$20.00	\$44,000.00
203.2	ROCK STRUCTURE EXCAVATION	C.Y.	200	\$120.00	\$24,000.00
203.2A	RELOCATE STONE ABUTMENT	L.S.	1	\$20,000.00	\$20,000.00
203.6	EMBANKMENT IN PLACE	C.Y.	200	\$30.00	\$6,000.00
204.1	COMMON EXCAVATION, Drainage Ditch	C.Y.	900	\$20.00	\$18,000.00
304.756	6" STONE DUST WEARING SURFACE FOR TRAILS	C.Y.	1050	\$75.00	\$78,750.00
603.82218	18" HDPE Drainage pipe, Smooth interior	L.F.	400	\$120.00	\$48,000.00
604.124	Catch Basin, Type B, 4 ft. Dia.	EA.	4	\$2,500.00	\$10,000.00
607.9916	BAR WAY (16 FT)	EA.	3	\$3,750.00	\$11,250.00
615.03	TRAFFIC SIGN, PED. CROSSING	S.F.	8	\$36.00	\$288.00
618.7	FLAGGERS	HR	120	\$35.00	\$4,200.00
625 B	RECTANGULAR, RAPIDLY FLASHING BEACON ASSEMBLY	EA.	1	\$15,000.00	\$15,000.00
632.3124	Retroreflective PAVEMENT MARKINGS (24")	L.F.	48	\$20.00	\$960.00
641.1	LOAM	C.Y.	200	\$40.00	\$8,000.00
645.3	EROSION STONE	C.Y.	50	\$45.00	\$2,250.00
645.531	SILT FENCE	L.F.	4800	\$5.00	\$24,000.00
645.7	STORMWATER POLLUTION PREVENTION PLAN	UNIT	1	\$3,000.00	\$3,000.00
645.71	MONITORING SWPP AND EROSION/SEDIMENT CONTROLS	HR	200	\$100.00	\$20,000.00
646.31	TURF ESTABLISHMENT WITH MULCH	S.Y.	6000	\$2.00	\$12,000.00
692	MOBILIZATION AND CLEANUP	L.S.	1	\$25,000.00	\$25,000.00
1008	CONSTRUCTION CONTINGENCY ALLOWANCE (10%)	Allow.	1	\$40,769.80	\$40,769.80
2021 Project Totals (rounded)					
Preliminary Engineering (20% of Construction Cost)					\$89,700.00
Construction Cost					\$448,500.00
Construction Engineering (12% of Construction Cost)					\$53,800.00
Project Total (2021)					\$592,000.00
Year of Expenditure Project Totals (rounded)					
Preliminary Engineering (2023)					\$95,200.00
Construction Cost (2024)					\$490,100.00
Construction Engineering (2024)					\$58,800.00
Project Total (YoE)					\$644,100.00
Note:					
1) Year of Expenditure costs have been inflated by 3% per year from 2021 until the anticipated year indicated.					



Keene Comprehensive Master Plan



SEPTEMBER 2010

The Plan



R. LANDRY

Open Spaces & Greenway Connections

A community's green and open spaces consist not only of farmlands, forests, fields, playgrounds, golf courses, baseball fields, pathways and trails, but also of school fields, front and backyards, downtown pocket parks and street trees, cemeteries, and streetscapes. Greenways connect open spaces together by creating corridors of natural habitat areas, combined with trails for active and passive recreational use. Greenways also serve as corridors for the movement of wildlife between habitat areas.

Keene is fortunate to have an extensive network of parks and open spaces for both active and passive activities and uses. Parks have played an integral role in Keene's development. From Central Square to Ashuelot River Park to the historic Dinsmoor Woods and Ladies' Wildwood Park, these areas help create a sense of identity and add to Keene's quality of life, attracting businesses, visitors and residents.

With the proper design, open spaces and the greenway connections between them can provide an important opportunity for environmental stewardship and education. Parks and other green spaces are important to Keene's sustainability and climate change efforts since they reduce the heat retained by buildings and pavement – the "urban heat island effect." The vegetation in green spaces filters air, improving air quality, and provides crucial habitat for wildlife. Green spaces cleanse and infiltrate stormwater runoff; when integrated into the built environment, natural stormwater treatment systems are cost-effective solutions that assist in flood mitigation.

Throughout the planning process, discussions clearly articulated the community's broad desire to increase physical connections to and among existing open spaces, neighborhoods, and the downtown core.

► Open Space & Greenway Connections Strategies

Trails and Bicycle Pathways

Trails provide the opportunity for passive and active recreation while also providing alternatives to driving by connecting neighborhoods to parks, open spaces and Keene's downtown. Keene has worked hard to create the excellent trail system it has today. To continue to expand the network and fill in gaps, the following recommendations from the City's Bicycle/Pedestrian Path Advisory Committee should be implemented:

The Plan

New Bicycle Paths

- Roundhouse T connector from School Street to Island Street
- Route 12 North Connector
- ~~Cheshire Rail Trail North (Whitcomb Mill Road to Stone Wall Farm)~~
- Cheshire Rail Trail South (Eastern Avenue out toward Route 101)

New or Expanded Bicycle Lanes

- Washington Street (Central Square to Route 9)
- Marlboro Street – Optical Avenue – Route 101
- Wheelock Park Road (Park Avenue to Appel Way Trail)
- Summit Road (Maple Avenue to New YMCA)
- Upper Court Street (Hospital Roundabout to Hastings Avenue)
- Upper Washington Street (end of '09 improvements to Old Concord Rd.)
- Base Hill Road (State Route 9 West to Swanzey Town Line)
- State Route 10 South (Winchester Street Roundabout to Swanzey)
- State Route 12 South aka. Lower Main Street (101 Bypass to Swanzey)

Highway Improvements/Share the Road

- Arch Street (Park Avenue to Old Chesterfield Road)
- Base Hill Road
- Bradford Road
- Court Street (Central Square to Roundabout)
- Chapman Road
- Concord Road (to Jordan Road)
- Eastern Avenue
- Felt Road
- Hastings Avenue
- Hurricane Road
- Island Street
- Jordan Road
- Key Road
- (North and South) Lincoln Street
- Main Street (Central Square to 101 Bypass)
- Meadow Road
- Old Walpole Road
- Park Avenue
- Roxbury Road (Jordan Road to Chapman Road)
- Roxbury Street (Central Square to North/South Lincoln Street)
- Rule Street
- Whitcomb Mill Road
- West Street (bike path outlet to West Hill Road)
- Winchester Street (Main Street Roundabout to 101 Bypass Roundabout)

SOUTHWEST CONNECTS:

Southwest Region Transportation Plan 2014 - 2035

*with Social, Economic & Environmental Policy**

*Connecting Places * Connecting People **



*Connecting Economies * Connecting with the*

*Past & Future * Connecting Transportation*

Adopted by the Southwest Region Planning Commission Board of Directors on January 13, 2015.

NH 12 SOUTH CORRIDOR

The NH 12 South Corridor connects the western part of the Southwest Region with destinations in Massachusetts and beyond via the limited access highways MA 2, I-495 and I-95. Along with NH 9 and NH 101, this Corridor is designated part of the National Highway System. The Cheshire Branch Rail Trail parallels the Corridor all the way from Keene to Fitzwilliam, much of it in fair to good condition, although the crossing from downtown Keene to the trail requires bicyclists and pedestrians to use extra care crossing NH 101. The NH 12 South Corridor hosts the only public airport in the Southwest Region at Dillant-Hopkins Airport located in Swanzey, which is only a short distance off NH 12. This airport caters mostly to business and recreational aviation needs.

The two nodal centers present on this corridor include downtown Keene and downtown Troy. Marlborough is included as part of the corridor, but very little of the town has frontage on NH 12 itself, and Marlborough Village Center is part of the NH 101 East Corridor. Outside of Keene, 46% of the corridor's population are middle-aged (between the ages of 35 and 64). However, there are a fairly high proportion of youth in Richmond (22%), Troy (21%) and Troy Village (23%), as well as single parent households in Downtown Troy (40%).

Traffic growth on the corridor has been slow to moderate over the last several years with most of the higher traffic levels growing in the vicinity of Keene. Truck traffic on the corridor is significant. An SWRPC traffic count in August 2013 found that 13% of approximately 9,000 vehicles at the Marlborough and Troy town line were medium or heavy duty trucks. Housing unit growth during the 2000s was strongest in Keene (379) and Swanzey (392) and Fitzwilliam (138) while the other communities had modest growth (averaging 68). Overall, the corridor population is projected to grow 5% between 2010 and 2040. Today most jobs on the corridor are in Keene and Swanzey. Fitzwilliam, Richmond and Troy have at least 5 housing units for every community job.

Priority challenges and opportunities for the NH 12 South Corridor include the following:

- Ongoing coordination is warranted with stakeholders in Massachusetts to monitor change happening between the NH/MA state line and MA Route 2. SWRPC has a strong interest in maintaining regional mobility to the limited access highway at MA Route 2.
- There are several locations on the corridor where towns, SWRPC, NHDOT and landowners will need to coordinate local, regional and state interests. Areas that need special attention include Lower Main Street in Keene, the intersection of NH 32, the Cheshire Fairgrounds/TIF District in Swanzey, downtown Troy and the intersection of NH 119 and NH 12 in Fitzwilliam.
- More assessment is likely required to maximize the regional economic benefit of the Dillant-Hopkins Airport.
- The Cheshire Branch Rail Trail is in fair to good shape through most of the corridor area. Spot trail improvements, regional cooperation and marketing could improve recreation and economic development opportunities for area towns.

NH 12 South Corridor Challenges

Boundaries & Features

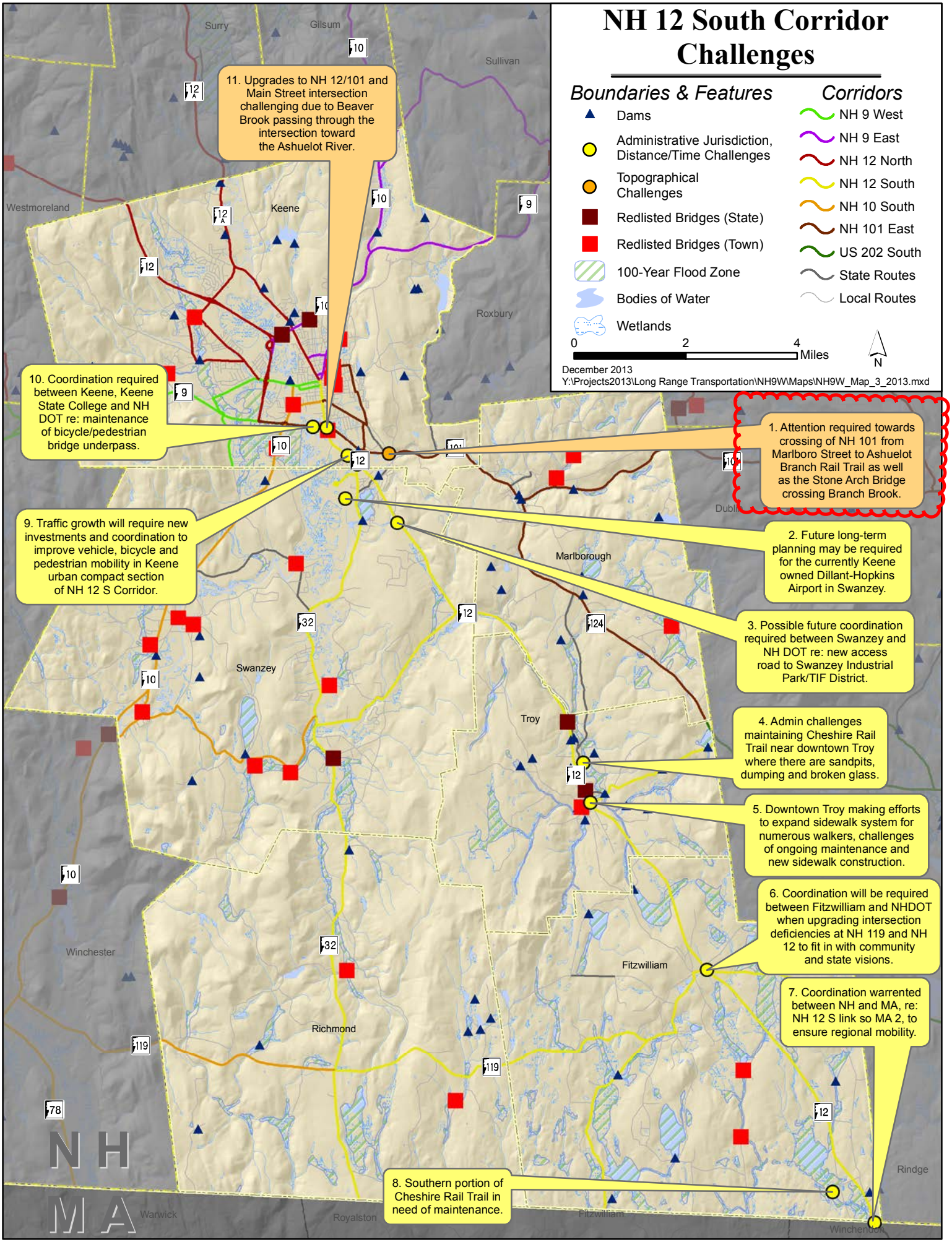
- ▲ Dams
- Administrative Jurisdiction, Distance/Time Challenges
- Topographical Challenges
- Redlisted Bridges (State)
- Redlisted Bridges (Town)
- ▨ 100-Year Flood Zone
- ☪ Bodies of Water
- ☪ Wetlands

Corridors

- NH 9 West
- NH 9 East
- NH 12 North
- NH 12 South
- NH 10 South
- NH 101 East
- US 202 South
- State Routes
- Local Routes

0 2 4 Miles

December 2013
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11. Upgrades to NH 12/101 and Main Street intersection challenging due to Beaver Brook passing through the intersection toward the Ashuelot River.

10. Coordination required between Keene, Keene State College and NH DOT re: maintenance of bicycle/pedestrian bridge underpass.

9. Traffic growth will require new investments and coordination to improve vehicle, bicycle and pedestrian mobility in Keene urban compact section of NH 12 S Corridor.

1. Attention required towards crossing of NH 101 from Marlboro Street to Ashuelot Branch Rail Trail as well as the Stone Arch Bridge crossing Branch Brook.

2. Future long-term planning may be required for the currently Keene owned Dillant-Hopkins Airport in Swanzey.

3. Possible future coordination required between Swanzey and NH DOT re: new access road to Swanzey Industrial Park/TIF District.

4. Admin challenges maintaining Cheshire Rail Trail near downtown Troy where there are sandpits, dumping and broken glass.

5. Downtown Troy making efforts to expand sidewalk system for numerous walkers, challenges of ongoing maintenance and new sidewalk construction.

6. Coordination will be required between Fitzwilliam and NHDOT when upgrading intersection deficiencies at NH 119 and NH 12 to fit in with community and state visions.

7. Coordination warranted between NH and MA, re: NH 12 S link so MA 2, to ensure regional mobility.

8. Southern portion of Cheshire Rail Trail in need of maintenance.

NH
MA