



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

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**Transportation  
Advisory Committee**

Kendall Lane, Chair  
*Keene*

Frank Sterling, Vice Chair  
*Jaffrey*

Susan Ashworth  
*HCS Community Services*

Brian Barden  
*Dublin*

Leslie Casey  
*Sullivan*

William Faulkner  
*Pathways for Keene*

Dale Gray  
*Winchester*

Rhett Lamb  
*Keene*

Leandra MacDonald  
*Peterborough*

Cheryl Mayberry  
*Walpole*

Ed Smith  
*Hinsdale*

Bruce Tatro  
*Swanzey*

Ruth Ward  
*Stoddard*

*with*

John Kallfelz  
*NHDOT District 4*

*and*

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

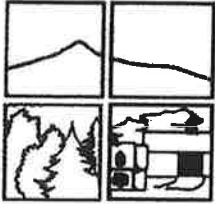
**Transportation Advisory Committee**

**June 7, 2021  
2:00 p.m.**

**Join Zoom Meeting**  
<http://bit.ly/June7TAC21>  
**Telephone: (646) 558-8656**  
**Meeting ID: 837 8594 4365**  
**Password: 136364**

**Agenda**

- I. Welcome and Introductions
- II. Minutes of April 12, 2021
- III. Transportation Program Updates
- IV. Regional Transportation Improvement Program Update
- V. Next Meeting: August 2, 2021 (as needed)
- VI. Adjourn



**Southwest Region Planning Commission**

**Transportation Advisory Committee**

**Minutes**

**April 12, 2021**

Chairman Lane announced that the meeting would be conducted using a Zoom format and Rich Clough read a document entitled *Authority for Conducting a Meeting Electronically* (attached). He announced that all votes would be conducted by roll call.

**Present:** Kendall Lane, Chairman, *City of Keene*; Frank Sterling, Vice-Chairman, *Town of Jaffrey*; Susan Ashworth, *Home Healthcare, Hospice and Community Services*; Brian Barden, *Town of Dublin*; Leslie Casey, *Town of Sullivan*; William Faulkner, *Pathways for Keene*; John Kallfelz (ex-officio), *New Hampshire Department of Transportation (NHDOT) District 4*; Rhett Lamb, *City of Keene*; Leandra MacDonald, *Town of Peterborough*; Cheryl Mayberry, *Town of Walpole*; Ed Smith, *Town of Hinsdale*; Ruth Ward, *Town of Stoddard*.

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

**Guests present:** Michael Abbot, *Town of Hinsdale*; Jill Collins, *Town of Hinsdale*; Jay Kahn, *State Senator District 10*; Don Lussier, *City of Keene*; William Rose, *NHDOT*.

**I. Welcome and Introductions**

Chairman Lane called the meeting to order at 2:02 p.m. and welcomed those in attendance.

**II. Minutes of March 1, 2021**

**Motion: To approve the minutes of March 1, 2021 as presented.**

Motion by Rhett Lamb, seconded by Ed Smith. Approved by unanimous roll call vote.

**III. Transportation Alternatives Program Presentations**

J. B. Mack provided background for the 2021 round of the Transportation Alternatives Program (TAP). He stated that TAP is designed to improve bicycling and pedestrian conditions and that NHDOT has announced that there is \$2.6 million in federal funds available statewide over 2 years of funding. Up to \$1 million in federal funding can be applied to one project. Applicants are required to match the federal funds at a minimum of 20%. He noted that two applications were received for this round in the SWRPC region and both are under NHDOT's threshold and have committed to match the project with 20% local funds. He described the funding distribution and sub-allocation guidelines associated with TAP and reviewed the application criteria.

Chairman Lane invited Jill Collins to present the Town of Hinsdale's School Street proposal. Jill Collins shared two maps of the project with TAC members. She explained that the project has the objectives to slow traffic, create sidewalks and crosswalks, improve existing sidewalks, install islands, and reroute pick-up and drop-off locations for students. She stated that the total project budget is \$852,000 and Hinsdale is asking for \$681,000 in federal funds through the TAP program. She noted that the project meets 3 of the 4 criteria for TAP funding and that the Town has some monies for the project set aside in a capital improvement fund as well as a bond article which will be up for a vote at the upcoming Town Meeting on May 1, 2021. Leslie Casey asked whether more money could be leveraged for the project and Jill Collins responded that additional funding could not be committed at this time. Jill Collins added that money was already set aside to resurface School Street independent of the TAP project and those funds weren't reflected in the application. Chairman Lane thanked Jill Collins and affirmed that the project was appropriate for the TAP program.

Chairman Lane invited Don Lussier to present the proposal for the City of Keene. Don Lussier provided an overview of the long-term goals of the Transportation Heritage Trail and noted how this specific project integrated into a larger phased plan that addresses gaps in pedestrian and bicycle connectivity on the Cheshire Rail Trail. He noted that the Robert J. Krause Memorial Bridge had been purchased from NHDOT and plans are to use the bridge to foster a separated grade crossing over NH 101. The bridge is currently stored in Londonderry, NH until funds have been raised to transport the bridge to Keene. He reported that the City of Keene also has plans to improve safety and address deficiencies at the Stone Arch Bridge south of NH 101. He stated that the focus of this specific project is the section of the rail trail from the parking lot of Eastern Avenue to the north side of NH 101, which would include improving the crossing on Eastern Avenue, installing 4,100 linear feet of stone dust to the trail and improving drainage and trail connections to Chapman Road and Marlboro Street. He stated that the earthwork on the north side of NH 101 would be left temporarily as a scenic overlook and have signage indicating the next phases of trail improvement. He noted that improving the trail is part of the City of Keene's 2010 Comprehensive Master Plan, and that the City Council and multiple civic groups support the project. He reported that the budget for the project is \$644,100, with \$515,280 requested from the TAP program and \$128,820 from the City's Capital Improvement Program and local donations. Chairman Lane inquired about the timeline for the improvements, particularly if it could be years. Don Lussier stated that there are no right-of-way issues that would create delays, there is nothing to negotiate and that environmental concerns and review should be routine. Chairman Lane thanked Don Lussier for his presentation.

#### **IV. Discussion and Scoring: Transportation Alternatives Program Ranking**

J. B. Mack informed the TAC that scoring of the projects would be done by using the polling function in the Zoom application. He reminded the Committee that members who might have a perceived conflict of interest should abstain from scoring. Rhett Lamb, Kendall Lane and Wink Faulkner abstained from scoring the Keene proposal and Ed Smith abstained from scoring the Hinsdale proposal. J. B. Mack asked the members to score each project. Chairman Lane inquired about scoring and reporting. J. B. Mack reviewed the scoring metrics and stated that both the scores and rankings would be submitted to NHDOT after the meeting. Rhett Lamb asked if the projects would compete against each other. J. B. Mack referenced the presentation that he made at the beginning of the meeting and reiterated how TAP funding is apportioned into different "buckets" based on U.S. Census urbanized population clusters. Hinsdale and Keene compete separately in two different buckets, but there is also a bucket in which all projects compete with each other. J. B. Mack explained that each regional planning commission and metropolitan planning organization's ranking will be used as a "RPC/MPO ranking" criterion and integrated into NHDOT's own scoring of each proposal. Frank Sterling observed that the Hinsdale project was a perfect candidate for the former Safe Routes to School program and expressed that it would be advantageous for the State to set aside TAP funding for those types of projects. He expressed concern that this was a difficult year for a town to approve a bond, whereas Keene has money set aside. Ed Smith agreed that it has been a tough year financially for many towns. After scoring and discussing the projects, the Keene proposal was ranked first followed by the

Hinsdale proposal. It was noted that the financial uncertainty with the Hinsdale project played a role in the ranking.

**Motion: To recommend both projects to NHDOT with the Keene proposal ranked first and the Hinsdale proposal ranked second and to provide a letter of support for both projects from the Committee to be drafted by staff.**

Motion by Rhett Lamb, seconded by Frank Sterling. Approved by unanimous roll call vote.

**V. Next Meeting: June 7, 2021**

J. B. Mack stated that the next meeting of TAC is scheduled for June 7, 2021 at 2:00 p.m.

**VI. Adjourn**

The meeting adjourned at 3:14 p.m.

Respectfully submitted,

Rich Clough  
Office Support Specialist

**To stay compliant with NH public meeting guidelines when using a remote meeting format, we are obliged to read the following script.**

### **AUTHORITY FOR CONDUCTING A MEETING ELECTRONICALLY**

In **Emergency Order #12**, issued by the Governor of the State of New Hampshire pursuant to **Executive Order #2020-04**, certain provision of **RSA 91-A** regulating the operation of public body meetings have been waived during the declared COVID-19 State of Emergency.

Specifically:

The requirement that a quorum of a public body be physically present except in an emergency requiring immediate action under **RSA 91-A: 2, III (b)**;

The requirement that each part of a meeting of a public body be audible or otherwise discernible to the public at the location specified in the meeting notice as the location of the meeting under **RSA 91-A: 2, III (c)**.

Provided, however that the public body must:

Provide access to the meeting by telephone, with additional access possibilities by video or other electronic means;

Provide public notice of the necessary information for accessing the meeting;

Provide a mechanism for the public to alert the public body during the meeting if there are problems with access; and

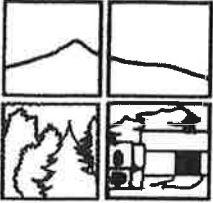
Adjourn the meeting if the public is unable to access the meeting.

This meeting will be conducted using the online meeting platform, Zoom. The public may view the meeting online by going to **www.zoom.us/join** and enter the meeting ID: **873 1614 6003** passcode: **061126**.

If you are unable to, or wish not to attend the meeting on line, you may call the toll free # **(888) 475-4499** and enter meeting ID: **873 1614 6003** to listen to the meeting.

If you are having trouble accessing the meeting, you may call **(603) 357-0557** for assistance.

I will now call the meeting to order.



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Agenda Item III

**Date: June 7, 2021**  
**To: Transportation Advisory Committee**  
**From: Staff**

**RE: Transportation Program Updates**

**Background**

Several transportation-related items of interest are summarized below. These items can be discussed further during the June 7<sup>th</sup> meeting.

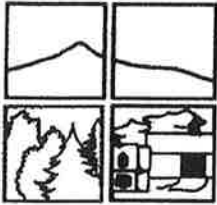
- a. FY 2023-2032 Ten Year Transportation Improvement Plan: SWRPC staff met with NHDOT staff on May 20<sup>th</sup> to review recommendations for the FY 2023-2032 Ten Year Transportation Improvement Plan (TYP). In the meeting, SWRPC confirmed its project priorities to complete funding for Keene NH 101 project #41590 and to fund Keene West Street project with its remaining balance of the regional budget assigned to Southwest NH. As part of the meeting, NHDOT informed SWRPC of its expectation that SWRPC would recommend additional funding for the West Street project during the next TYP round assuming the project remains a priority. In addition, there was discussion with NHDOT regarding continued concerns with the Vilas Bridge rehabilitation (project #41720).
- b. Federal Transit Administration Section 5305(e) Proposal: SWRPC was recently awarded a grant to study the feasibility of microtransit in the Monadnock Region as well as a study to examine the feasibility of expanding existing volunteer driver programs beyond transportation services for seniors and people with disabilities. The project will begin during Summer 2021 and conclude by December 31, 2022. SWRPC will administer the feasibility study as part of its FY 2022-2023 Unified Work Planning Program.
- c. Swansey NH 10 Corridor Study: SWRPC met with the Swansey NH Route 10 Corridor project working group on March 12<sup>th</sup> and presented on findings related to land use, zoning, development constraints, economic, and demographic trends. The working group also developed a plan to conduct a visual preference survey for the West Swansey portion of NH 10 and began developing study recommendations. At the time of writing, the next working group meeting is scheduled for June 3<sup>rd</sup> and will involve finalizing study recommendations.
- d. Cheshire Rail Trail South Planning Project: Since the last update to the TAC, SWRPC met with members of the project working group on two occasions. On February 24<sup>th</sup> staff presented results from various data collection activities as well as discussed a draft vision, goals and objectives related to the Trail. At the time of writing, the third and final project meeting is scheduled for June 2<sup>nd</sup> and will focus on refining an implementation project list, next steps related to distribution and publicity of the plan document, and a discussion about strategies for moving projects forward. The project website will be finalized with all project deliverables and materials by the end of June 2021. For an up-to-date account of project activities visit [www.swrpc.org/cheshire-rail-trail-south](http://www.swrpc.org/cheshire-rail-trail-south).

- e. Monadnock Region Coordinating Council (MRCC): On July 1, 2021, the MRCC will begin a new two-year contract with the NHDOT using funds from the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program. The funding will provide support for community transportation as well as mobility management services in the Monadnock Region. Recently, a priority topic of discussion during MRCC meetings has been to define the roles and responsibilities of the Monadnock Region mobility manager position. The MRCC is following guidance from the State Coordinating Council and NHDOT which are creating a new statewide mobility management network. In the coming months, the MRCC and other Regional Coordinating Councils will be receiving additional funding from NHDOT to create new or, as is the case with the MRCC, expand existing mobility manager positions. The expanded role will provide additional support to the MRCC to implement priority strategies included in the 2018 Coordinated Community Transportation Plan for Southwest New Hampshire such as expanding services to youth and other populations currently not served through the 5310 program.
  
- f. Monadnock Alliance for Sustainable Transportation (MAST): MAST's most recent Steering Committee Meeting was held on April 21<sup>st</sup> and featured a working session dedicated to an update of the current MAST Action Plan (2012-2020) as well as the creation of a Subcommittee to oversee a 2021 Complete Streets Implementation grant round. The grant is being financed by an anonymous donor and the 2021 round will be the fifth year of such funding. Since the meeting, SWRPC staff convened the Subcommittee in order to finalize application materials to release this spring. In the upcoming grant opportunity nine communities with complete streets policies may apply for up to \$134,000 for a range of projects: both permanent construction activities as well as professionally engineering services. In addition, for the first time, communities that don't have complete streets policies will be eligible to use funding to receive technical assistance to create complete streets policies, making those communities eligible for future rounds of funding should the grant program continue. It is anticipated that awards for the 2021 grant round will be made late this fall with implementation occurring in the 2022 calendar year. More details are available at [www.mastnh.org](http://www.mastnh.org).
  
- g. Transportation Data Collection and Asset Management Technical Assistance: During the month of May, SWRPC staff prepared for transportation-related data collection and technical assistance services including hiring, training and promotion. Services offered this year will include road surface management system technical assistance ([www.swrpc.org/rsms](http://www.swrpc.org/rsms)), stream crossing and culvert assessments and a variety of traffic studies to obtain information on the volume and type of vehicles on roads and intersections, counts of people walking and biking, vehicle occupancy/ridesharing and more. Services are part of SWRPC's contracted planning activities through NHDOT and are offered to member municipalities on a first come, first served basis.

In addition to the above, SWRPC staff and TAC members may suggest other transportation related updates during the June 7<sup>th</sup> meeting.

### **Recommendation**

For your information.



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Agenda Item IV

**Date: June 7, 2021**  
**To: Transportation Advisory Committee**  
**From: Staff**

**RE: Regional Transportation Program Update**

**Background**

In New Hampshire, each of the nine regional planning commissions prepares a Regional Transportation Improvement Program (RTIP) every two years based on input from local municipalities, NHDOT and other sources. The SWRPC RTIP contains lists of funded and unfunded transportation projects identified for Southwest New Hampshire. The lists of funded projects are composed of those that have been identified and funded in the previously adopted Ten Year Transportation Improvement Plan (TYP) and the State Transportation Improvement Plan. Unfunded projects are projects that have been nominated to SWRPC by municipalities and other sources during previous TYP project solicitation processes.

Since the RTIP is included as a section of the Southwest Connects Regional Transportation Plan, SWRPC's process for the update includes review and approval by the SWRPC Transportation Advisory Committee followed by review and approval by the SWRPC Board of Directors.

**Recommendation**

Approve the update of the RTIP.



# **REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

The Regional Transportation Improvement Program (RTIP) documents regional projects and planning initiatives that advance the SOUTHWEST CONNECTS Vision and are guided by the SOUTHWEST CONNECTS Approach, Goals and Objectives. Projects and initiatives are described with information where available on costs, implementation schedule and their location. Each project and initiative is coded according to the Corridor System where the project exists, allowing the reader to more easily understand where strategic investments are taking place to enhance regional transportation in the Southwest Region. In addition, maps are included to show the precise location of projects. This chapter of the Plan is updated every two years.

The section entitled **PROGRAMMED REGIONAL SURFACE TRANSPORTION CAPITAL PROJECTS** lists regional-oriented “bricks and mortar” capital projects occurring in the Southwest Region. Capital projects are updated based on the recommendations of SWRPC and the resultant list of projects adopted as law by the Governor and Legislature as the biennial New Hampshire’s Ten Year Transportation Improvement Plan (TYP). SWRPC recommendations are based on town project nominations and project assessments performed by the SWRPC Transportation Advisory Committee. Cost, schedule and other project description information is based on the TYP and the State Transportation Improvement Program (STIP).

This list is not an exhaustive list of all projects occurring in the region, but it does include all of the projects in which the Regional Planning Commission is asked to weigh in on by NHDOT. Certain categories of projects that are not included in this list include maintenance projects (eg. repaving projects, guardrail replacement, bridge inspection, etc), locally administered municipal projects using state or federal monies, transit, aeronautic and rail projects. The list of projects is financially constrained according to the projected amount of funds that the State of New Hampshire has available to invest in the transportation system. The Southwest Region, along with the other eight regional planning districts in the State work with a budget that is based on the Region’s proportion of the State’s population as well as its proportion of road lane miles eligible through various funding sources.

Whereas PROGRAMMED REGIONAL SURFACE TRANSPORTATION CAPITAL PROJECTS lists projects that SWRPC is asked to weigh in on, **OTHER PROGRAMMED REGIONAL PROJECTS** lists projects that because of their funding source are not expressly evaluated by SWRPC as part of its biennial evaluation of TYP projects. However, they are included in list form, because they are expected to have substantial regional impact as well as promote the SOUTHWEST CONNECTS Vision, Approach, Goals and Objectives.

**UNFUNDED REGIONAL PROJECTS** is a third list in the RTIP, which describes projects that are seen as transportation needs in the Region, but due to scarce funding resources are unfunded at this time. This list was created to help readers understand the full range of known transportation needs in the Region.

**PROGRAMMED REGIONAL SURFACE TRANSPORTION CAPITAL PROJECTS**

Project #	Project Description	Phase	Timeframe	Cost (M)	Corridor(s)
42579	Antrim, NH 31: Address Bridge Over Steel Pond Brook - #133/132 {Red List}	Preliminary Engineering	2025	0.189	NH 9 East
		Engineering	2027	0.133	
		Construction	2029	1.410	
		<b>Total Project Cost (w/ previous funding)</b>			
29486	Bennington, S. Bennington Road: S. Bennington Rd Over Russell Brook Bridge Rehab or Replacement - #099/080 {Red List}	Construction	2021	0.678	US 202 North
		<b>Total Project Cost (w/ previous funding)</b>			
42575	Harrisville, Chesham Road: Address Bridge Over Minnewawa Brook – #056/058 {Red List}	Preliminary Engineering	2024	0.369	NH 101 East
		Engineering	2027	0.400	
		Construction	2029	4.231	
		<b>Total Project Cost (w/ previous funding)</b>			
12210C	Hinsdale, NH and Brattleboro, VT, NH 119: Reconstruction of New Bridge Over Connecticut River	Construction	2021	57.590	NH 9 West
		<b>Total Project Cost (w/ previous funding)</b>			
12210D	Hinsdale, NH and Brattleboro, VT, NH 119: Rehab of Bridges Carrying NH 119 Over Connecticut River	Construction	2023	4.706	NH 9 West
			2024	4.838	
		<b>Total Project Cost (w/ previous funding)</b>			
16307	Jaffrey, US 202/NH 124/NH 137: Reconfigure 'dog-leg' intersection of US 202, NH 124 and NH 137	Construction	2022	4.102	US 202 South
			2023	4.500	
		<b>Total Project Cost (w/ previous funding)</b>			
40666	Keene, NH 10: Reconstruction of Winchester Street from NH 101 to Swanzey town line Including Ash Swamp Brook Replacement	Preliminary Engineering	2021	0.786	NH 10 South
		Right of Way Acquisition	2024	0.575	
		Construction	2025	5.884	
		<b>Total Project Cost</b>			

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PROGRAMMED REGIONAL SURFACE TRANSPORTION CAPITAL PROJECTS (continued)

Project #	Project Description	Phase	Timeframe	Cost (\$M)	Corridor(s)
41590	Keene, NH Route 101: Reconstruct NH Route 101, from Stone Arch Bridge to Branch Road	Preliminary	2022	0.232	NH 101 East
		Engineering	2024	0.184	
		Right of Way	2024	0.165	
		Construction	2027	3.079	
		Construction	2029	2.103	
<b>Total Project Cost</b>				<b>5.764</b>	
40088	Marlow, NH 10/123: Address Bridge Over Ashuelot River – 116/091	Preliminary	2021	0.153	NH 9 East
		Engineering			
		Right of Way	2022	0.017	
		Construction	2025	1.073	
<b>Total Project Cost</b>				<b>1.244</b>	
15879	Peterborough, US 202/NH 101: Bridge Replacement and Widening Over Contoocook River – 087/077 {Red List}	Construction	2021	9.329	NH 101 East
			2022	1.273	
		<b>Total Project Cost (w/ previous funding)</b>			
27712	Peterborough, US 202/NH 123: Bridge Replacement over Contoocook River – 108/116 {Red List}	Preliminary	2021	0.226	US 202 North
			2022	0.232	
			2023	0.120	
			2024	0.123	
		Right of Way	2022	0.232	
		Construction	2025	6.314	
<b>Total Project Cost (w/ previous funding)</b>				<b>7.633</b>	
41470	Surry, NH 12: Address Bridge Over Cheshire Rail Trail – 082/040	Preliminary	2021	0.848	NH 12 North
		Engineering			
		Construction	2023	0.896	
<b>Total Project Cost (w/ previous funding)</b>				<b>1.064</b>	
27692	Swanzey, NH 32: Bridge replacement Over Martin Brook -- 149/072 {Red List}	Construction	2022	1.511	NH 12 South
		<b>Total Project Cost (w/ previous funding)</b>			

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PROGRAMMED REGIONAL SURFACE TRANSPORTION CAPITAL PROJECTS (continued)

Project #	Project Description	Phase	Timeframe	Cost (\$M)	Corridor(s)
40370	Troy, NH 12: Bridge Replacement Over South Branch Ashuelot River – 089/114 {Red List}	Right of Way	2021	0.108	NH 12 South
		Construction	2023	3.427	
		<b>Total Project Cost (w/ previous funding)</b>		<b>4.472</b>	
40371	Troy, NH 12: Bridge Over Cheshire Rail Trail – 096/091 {Red List}	Preliminary Engineering	2021	0.119	NH 12 South
		Construction	2023	5.027	
		<b>Total Project Cost (w/ previous funding)</b>		<b>6.150</b>	
41720*	Walpole, NH and Rockingham, VT, Bridge Street: Vilas Bridge Rehabilitation Over Connecticut River – 062/052 {Red List}	Preliminary Engineering	2023	0.478	NH 12 North
		Right of Way	2026	0.032	
		Construction	2028	4.784	
		<b>Total Project Cost</b>		<b>5.294</b>	
				<b>Cost (\$M)</b>	<b>Corridor(s)</b>
				2.977	NH 9 East
				78.634	NH 9 West
				7.394	NH 10 South
				6.358	NH 12 North
				12.483	NH 12 South
				22.537	NH 101 East
				8.561	US 202 North
				15.070	US 202 South
				154.014	All Corridors

\*Project # 41720 is not fully funded. It is advertised in the FY 2021-2030 Ten Year Plan as \$10,228,550.

OTHER PROGRAMMED TRANSPORTATION CAPITAL PROJECTS

Project #	Project Description	Phase	Timeframe	Cost (\$M)	Corridor(s)
41365	Hinsdale, NH 119: Construct Sidewalks	Construction	2021	0.490	NH 9 West
		<b>Total Project Cost (w/ previous funding)</b>			
42512	Jaffrey, US 202 and Stratton Road: Construct and Reconstruct Sidewalks and Bike Lanes	Preliminary Engineering	2021	0.033	US 202 South
		Right of Way	2021	0.019	
		Construction	2023	0.737	
		<b>Total Project Cost (w/ previous funding)</b>			
40100	Keene-Swanzey, NH 9/10/12/101: Construction of Floodplain and Wetland Mitigation	Preliminary Engineering	2021	0.057	NH 101 East
		Construction	2021	1.312	
		<b>Total Project Cost (w/ previous funding)</b>			
42515	Keene, Marlboro Street and Cheshire Rail Trail	Construction	2024	0.193	NH 101 East
			2025	0.488	
		<b>Total Project Cost</b>			
42511	Swanzey, Ashuelot Trail and Cheshire Trail: Improve Multi-use Path on Abandoned Rail Corridors	Preliminary Engineering	2021	0.026	NH 10 South
		Right of Way	2021	0.001	
		Construction	2024	0.753	
		<b>Total Project Cost</b>			<b>0.829</b>
40568	Keene, Dillant-Hopkins Airport: Preservation, Modernization, and/or Expansion of Airport Facilities	Other	2021-2030	13.602	NH 12 South
		<b>Total Project Cost</b>			
				<b>Cost (\$M)</b>	<b>Corridor(s)</b>
				0.000	NH 9 East
				0.563	NH 9 West
				0.415	NH 10 South
				0.000	NH 12 North
				14.017	NH 12 South
				2.599	NH 101 East
				0.000	US 202 North
				0.000	US 202 South
				18.457	All Corridors

**UNFUNDED REGIONAL TRANSPORTATION CAPITAL PROJECTS\***

<b>Project #</b>	<b>Project Description</b>	<b>Source</b>	<b>Cost (\$M)</b>	<b>Corridor(s)</b>		
11999A	Chesterfield, off road: Bridge rehabilitation, deck replacement and superstructure repairs recommended by Bridge Design - #040-/095	15-24 TYP Review Process (Chesterfield Citizen's Group)	4.283	NH 9 West		
N/A	Chesterfield: Reconstruct NH 63 from Westmoreland TL to Hinsdale TL, 5.7 miles	19-28 TYP Review Process (Town of Chesterfield)	9.534	NH 9 West		
N/A	Dublin, NH 101: Reconstruct NH 101 from Marlborough TL to Dublin Lake, Remove concrete and reconstruct, 3.9 miles	15-24 TYP Review Process (NHDOT District 4)	16.486	NH 101 East		
N/A	Gilsum, NH 10: Rehab/reconstruction to address pavement transverse/tent cracking and heaving in the winter, from northerly intersection of Riverside Rd to the northerly intersection of Old Marlow Road, 2.4 miles	15-24 TYP Review Process (NHDOT District 4)	10.278	NH 9 East		
N/A	Keene, West Street "Complete Street" Improvements from 9/10/12 to School Street	23-32 TYP Review Process (City of Keene/NHDOT)	7.111	NH 9 West		
10309J	Keene, NH 9/10/12/101 intersection: Add additional turning lanes and adjust medians	15-24 TYP Review Process (City of Keene)	4.083	NH 9 West	NH 12 North	NH 101 East
N/A	Marlow, Marlow Village NH 123 Bypass	19-28 TYP Review Process (Town of Marlow)	3.421	NH 9 East		
N/A	Stoddard/Antrim/Hillsborough, NH 9 Purchase Access Rights	19-28 TYP Review Process (SWRPC TAC)	2.859	NH 9 East		
N/A	Sullivan, Centre Street/Sullivan Center Road Rehabilitation, from NH 9 to NH 10	19-28 TYP Review Process (Town of Sullivan)	4.576	NH 9 East		

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UNFUNDED REGIONAL TRANSPORTATION CAPITAL PROJECTS (continued)\*

Project #	Project Description	Source	Cost (\$M)	Corridor(s)
N/A	Temple, NH 101: Remove concrete pavement and reconstruct from Peterborough TL easterly to Wilton TL, 3.4 miles	15-24 TYP Review Process (NH DOT District 4)	14.595	NH 101 East
N/A	Winchester, NH 10: Remove tree canopy in right-of-way between Burt Hill Road and Old Manning Hill Road, 1.7 miles	Winchester Road Agent, 2018	1.058	NH 10 South
			<b>Cost (\$M)</b>	<b>Corridor(s)</b>
			21.134	NH 9 East
			22.289	NH 9 West
			1.058	NH 10 South
			1.361	NH 12 North
			0.000	NH 12 South
			32.442	NH 101 East
			0.000	US 202 North
			0.000	US 202 South
			78.284	All Corridors

\*All projects are shown in 2032 dollars based on best estimates available. If based on older estimates, SWRPC uses 2.55% annual inflation. Indirect costs of 10% are applied to projects that did not include an indirect contingency line item in the budget estimate.