



**LEBANON PEDESTRIAN & BICYCLIST ADVISORY
COMMITTEE
JULY 15, 2025 - 7:00 PM
COUNCIL CHAMBERS, CITY HALL OR
REMOTE VIA VIRTUAL PLATFORM
LEBANONNH.GOV/LIVE**

1. Call to Order

- A. To participate in this meeting, please [join live via Microsoft Teams](#) or call 929-229-5356 (access code: 110 016 024#). If you have trouble accessing this meeting, please [email Catheryn Hembree](#).

2. Approval of Minutes

- A. June 3, 2025

3. Open to the Public

4. Study Items

- A. Anna White from Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC): American Disabilities Act (ADA)
B. Capital Improvements Program (CIP) list with Ped/Bike Components
C. Bike to Lebanon Middle School (LMS): Advertising

5. Other Business

- A. Updates from Other Boards
- Planning and Development
 - Planning Board
 - City Council
 - Police Reports
 - Mascoma River Greenway Coalition
 - Class VI Roads
 - Communications Plan

6. Future Agenda Items

7. Adjournment

The order of agenda items is subject to change.

Meetings are open for in-person and remote attendance. Members of the public who wish to attend remotely may do so by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupt virtual or phone connection(s), the meeting will continue without remote access capabilities.

Any person with a disability who wishes to attend this public meeting and needs additional accommodation, please contact the ADA coordinator at City Hall by calling 603-448-4220 at least 72 hours in advance so that the City can make any necessary arrangements.

DRAFT

**PEDESTRIAN & BICYCLIST ADVISORY COMMITTEE
REGULAR MEETING MINUTES
COUNCIL CHAMBERS– CITY HALL &
REMOTE VIA VIRTUAL PLATFORM LebanonNH.gov/LIVE
7:00 PM, JUNE 3, 2025**

MEMBERS PRESENT: Colin Smith (Chair); Sean Dittrich (Vice Chair); Erling Heistad (City Council); Kellen Appleton; Nelson Rooker; Marie McCormick; Ben Swanson (Alt)

MEMBERS ABSENT: Jared Toon (Alt); George Sykes (City Council, Alt); Adams Carroll; Tim Gilbert

STAFF PRESENT: Catheryn Hembree (Associate Planner)

1 **1) CALL TO ORDER:**

2
3 Chair Smith called the meeting to order at 7:04 PM.

4
5 *Mr. Swanson sat as a full member.*

6
7 **2) APPROVAL OF MINUTES**

8 **A. May 6, 2025**

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10 *A MOTION was made by Mr. Heistad to approve the meeting minutes of May 6, 2025, as amended. Seconded*
11 *by Mr. Rooker.*

12
13 **AMENDMENTS:**

14 *To note that Mr. Rooker was a full member, not an alternate.*

15
16 **The vote on the MOTION was approved (7-0).*

17
18 **3) OPEN TO THE PUBLIC:**

19
20 None at this time.

21
22 **4) STUDY ITEMS**

23 **A. Complete Streets Policy**

24
25 The Committee reviewed the Measures of Success section of the document. The Committee noted that it
26 does not currently have user data, making it difficult to compare active data to a baseline. The Committee
27 stated that it is a priority to obtain this data and the methodology for collecting it should be discussed at a
28 later date.

29
30 The Committee agreed that the number of sidewalks, bicycle lanes, etc. that are maintained in good
31 condition and the assessment of any intersection and crosswalks where a cluster of ped/bike crashes have
32 occurred should be determined using DPW asset management data and/or using public reporting.

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34 Ms. Hembree asked that any reference websites of interested should be sent to her for inclusion. She
35 stated that she would work to update the draft document for discussion at a future meeting.

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37 **B. Plan Summer Bike and Learn Events**

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The Committee discussed a practice ride to school from the center of Town.

- C. Updates from Other Boards
 - Planning and Development

No updates at this time.

- Planning Board

Mr. Appleton stated that submissions for the capital improvement projects are coming up. It would be good to have support for any ped/bike submissions.

- City Council

No updates at this time.

- Police Reports

Ms. Hembree stated that the number of crashes involving pedestrians is still at four for the year.

- Mascoma River Greenway Coalition

Chair Smith stated that he heard that the State has responded to the City, and everything is in place to move forward to the formal Transportation Board process. This is currently underway.

- West Lebanon and Hanover Greenway (WaHG)

Chair Smith stated that the City’s consultant is working to gather data at this time. There will likely be public input sessions over the summer.

- Class VI Roads

No updates at this time.

- Communications Plan

Ms. McCormack stated that the Committee could consider having a table at National Night Out during the first Tuesday in August.

The Committee discussed having multiple events throughout the month of May.

5) OTHER BUSINESS

Mr. Dittrich stated that a resident reached out regarding potential remote bike parking prior to crossing to the Middle School from the Rail Trail. There was discussion regarding where a bike rack could be installed in that area, such as where the connector trail intersects with the Rail Trail.

6) FUTURE AGENDA ITEMS

None at this time.

7) ADJOURNMENT:

1 *A MOTION was made by Mr. Rooker to adjourn the meeting. Seconded by Mr. Heistad.*
2 **The vote on the MOTION was approved (7-0).*

3
4 **The meeting was adjourned at 8:12 PM.**

5
6 Respectfully submitted,
7 Kristan Patenaude, Recording Secretary

2026-2031 Capital Improvement Program

2026 - 2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:**
Route 120–Etna–Old Etna Road Pedestrian Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** On-going Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency
5. **LOCATION:** Etna Road from Rte 120 to #67-69 driveway (~850 LF)
Old Etna Road from Wolf Road to Rte 120 (~1150 LF)
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

In April 2016, the Lebanon Planning Board approved a 75-unit apartment building at 69 Etna Road, which was subsequently approved for conversion to ownership condominiums in November 2018. The building permit was issued in October 2018 and a final certificate of occupancy for the Treetops condominiums was issued in February 2021. Additional residential and non-residential development has been proposed and approved along Etna Road and Labombard Road nearby in recent years, creating a cluster of new activity on the east side of Route 120.

In the Fall of 2020, NHDOT began the Preliminary Engineering phase for the Route 120/Exit 18 Improvements project (Lebanon 29612), encompassing an area along Route 120 from Hanover Street to Etna/Old Etna Roads. Early in the review process, the City and UVLSRPC provided comments on the importance of accommodating pedestrians and bicyclists within and across through the corridor. The City's comments were derived in part from the efforts of a Route 120 Bicyclist Pedestrian Working Group that met regularly between October 2009 and May 2012 and the City's Master Plan, as well as from the *Walk-Bike-Ride Leb* multi-modal plan. The RPCs comments were drawn in part from the public feedback received as part of its Regional Corridor Transportation Plans completed in 2019-21.

Subsequently, a resident of the Treetops condominiums development contacted NHDOT to request that a pedestrian crossing be installed at the Route 120/Etna-Old Etna Road

2026-2031 Capital Improvement Program

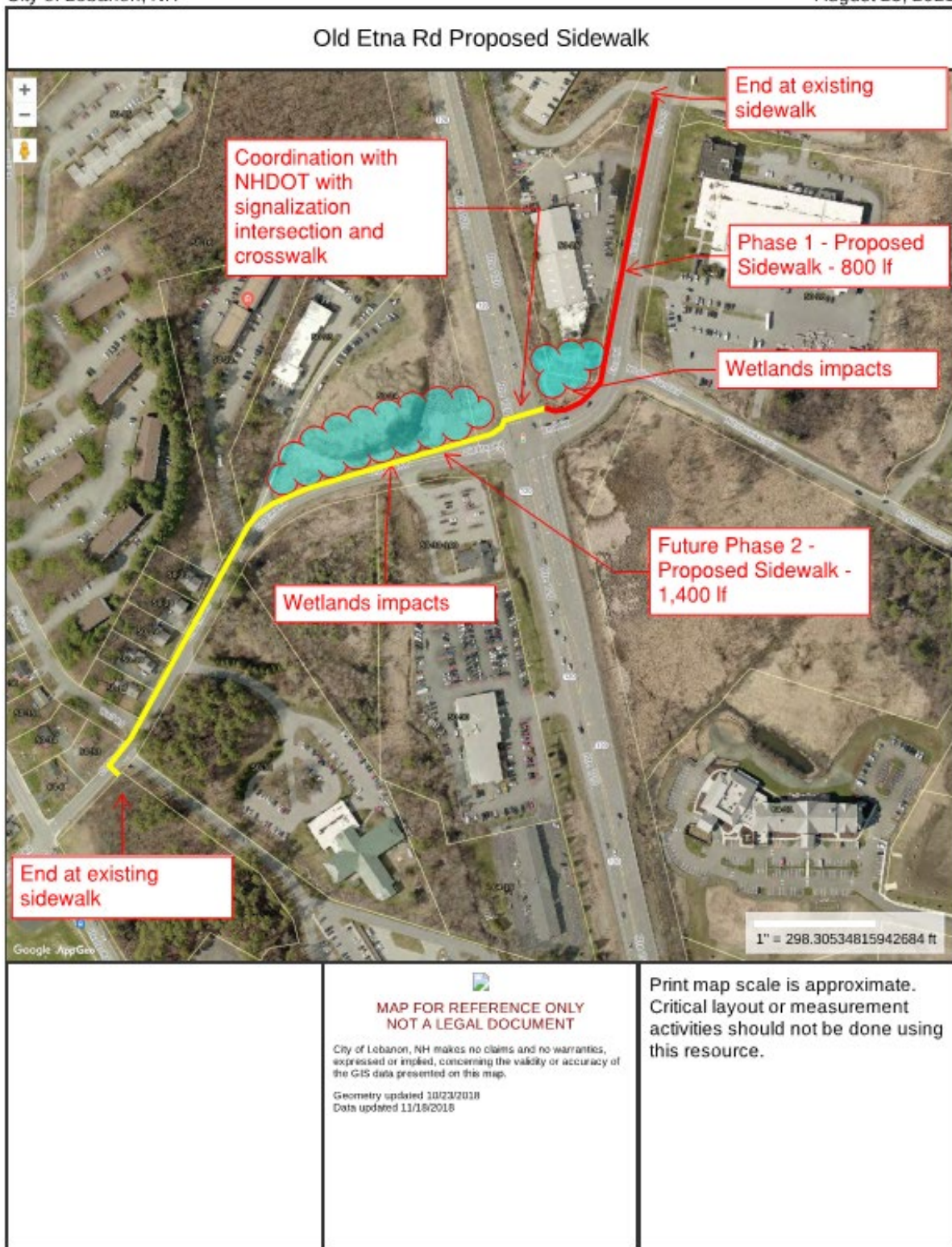
that “improved pedestrian and bicycle circulation is one of the core concepts listed on the first page of this plan and should be one of the City’s highest priorities.” (Section 3|D-4).

Other Master Plan statements supporting the need for an accessible and well-connected multi-modal transportation network include:

- Section 9|D-3 (Pedestrian and Bicycle Facilities) recommends: “the City should encourage and promote the development of interconnected networks of sidewalks, bicycle routes and paths, and recreational trails that facilitate better transportation throughout the community, especially to meet the needs of the young, elderly and other populations who do not drive. This initiative is especially critical to ensure that the City is in compliance with the Americans with Disabilities Act (ADA).”

For cost estimating purposes, it is assumed that the remaining phases of the project will be permitted using the NHDOT LPA process.

2026-2031 Capital Improvement Program



2025-2030 Capital Improvement Program

PROJECT REQUEST FORM #2: Route 120–Etna–Old Etna Road Pedestrian Improvements

FINANCIAL PLAN AND PROJECT SCHEDULE

Previously Allocated: \$250,000 (\$75,000 remaining)

				<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2025-2030</u>	<u>2031+</u>
EXPENDITURES											
Design/Engineering/Permitting				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,080,000
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautic:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact I		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Development Exactions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Current Allocation		\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL	<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,350,000</u>

2026 - 2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT** Public Works
2. **PROJECT TITLE** Hanover Street Improvements – Road / Sidewalks / Curbing / Drainage / Sewer / Water
3. **PURPOSE OF PROJECT REQUEST FORM** Infrastructure Improvements
4. **DEPARTMENT PRIORITY** Maintenance, Rehabilitation and Replacement
5. **LOCATION** Hanover Street from Route 120 to Mascoma Street
6. **PROJECT DESCRIPTION/JUSTIFICATION**

A visioning study was completed in 2016 for the downtown area including improvements to Hanover Street.

In 2020, several design options to Hanover Street were evaluated including alternatives for the intersections of Route 120, High Street, and Mascoma Street at the entrance to the Fire Station. Proposed improvements to Hanover Street will include the design and reconstruction of the roadway, drainage infrastructure, water and sewer infrastructure, pedestrian and biking accommodations, landscaping, and streetlights.

The construction of a reconfigured intersection at Route 120 and Hanover Street is now included in the NHDOT's Exit 18 reconstruction project. The Hanover Street improvements project includes the reconstruction of Hanover Street from the limits of NHDOT's improvements at the intersection of Route 120 to High Street using the complete street cross section, the construction of a new roundabout at the intersection of Hanover Street and High Street, and the realignment of the intersection of Hanover Street and Mascoma Street.

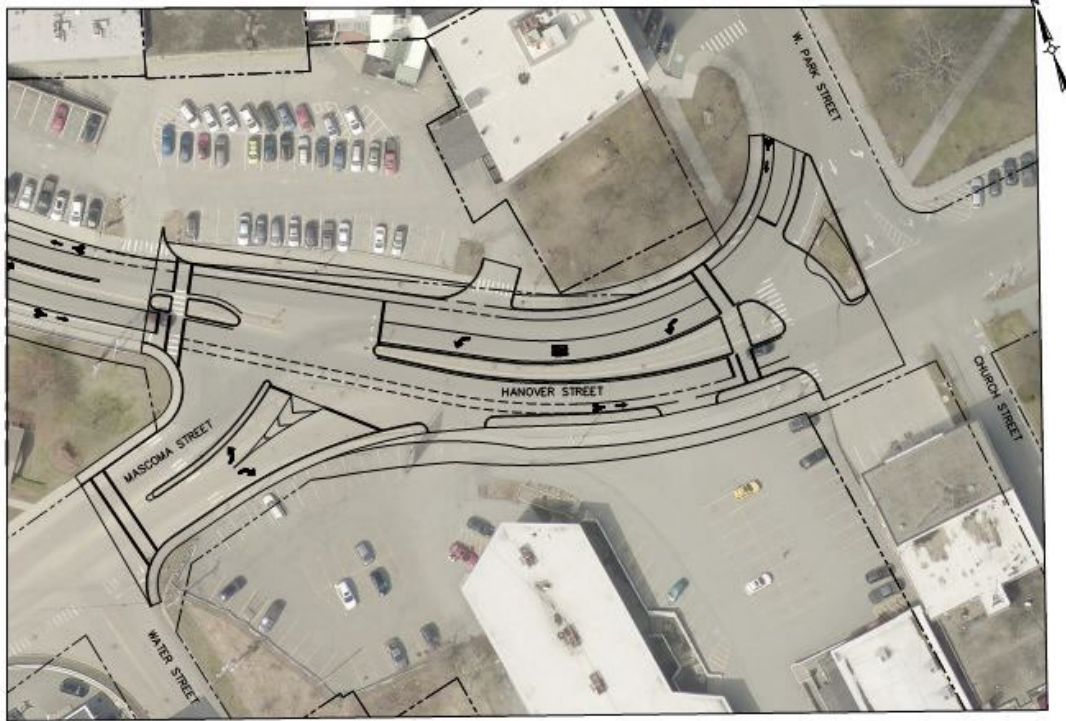
On March 20, 2023, the UVLSRPC TAC preliminarily ranked the Hanover Street reconstruction project as their **#1 regional priority** for inclusion in the NHDOT's Ten-Year Transportation Plan. The NHDOT's Project Review Committee provided summary recommendations for projects proposed by the UVLSRPC for the 2025-2034 NHDOT Ten Year Transportation Plan. The project is recommended to commence with Preliminary Engineering in 2027, with ROW planned in 2031 and Construction beginning in 2033. The proposed project would use \$4,825,172 (80% of \$6,031,466 total) of the regional allocation for the 2025-2034 Ten Year Transportation Plan. The project also includes replacement of the water and sewer infrastructure which are not NHDOT eligible. The funding breakdown for the eligible portion of the NHDOT project

2026 - 2031 Capital Improvement Program

as estimated: \$4,825,172 (Federal funds) + \$1,206,293 (City funds) = \$6,031,466 (total Ten year Plan project costs).

Total project cost, including water and sewer, is estimated to be \$7.50M consisting of \$7.44M for Construction, \$590K for Design, and \$57K for Property/Equipment Acquisition.

2026 - 2031 Capital Improvement Program



SCALE 1" = 50'

2026 - 2031 Capital Improvement Program

PROJECT REQUEST FORM #2 Hanover Street Reconstruction to High Street, Hanover Street / High Street Roundabout,
Realignment of Hanover Street / Mascoma Street Intersection

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES									
Design/Engineering		\$0	\$590,336	\$0	\$0	\$0	\$0	\$590,336	\$0
Construction/Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,438,831
Property/Equipment Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,251
	TOTAL	<u>\$0</u>	<u>\$590,336</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$590,336</u>	<u>\$7,496,082</u>
FUNDING									
Current (Operating Budget)	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by: Taxes 35% Gfund	\$0	\$41,324	\$0	\$0	\$0	\$0	\$41,324	\$1,100,112
	Supported by: Water Rates 30% Wfund	\$0	\$35,420	\$0	\$0	\$0	\$0	\$35,420	\$942,953
	Supported by: Sewer Rates 35% Sfund	\$0	\$41,324	\$0	\$0	\$0	\$0	\$41,324	\$1,100,112
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund: Sewage Collection and Disposal Improvements and Equipment	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund: Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund: Water Treatment and Distribution Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify: NHDOT (80% of 10-Year Plan Funding)	\$0	\$472,269	\$0	\$0	\$0	\$0	\$472,269	\$4,352,904
	Specify: FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: NHDOT Bureau of Aeronautics	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify: Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL	<u>\$0</u>	<u>\$590,336</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$590,336</u>	<u>\$7,496,082</u>

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic Street Sidewalk – Buckingham Place to Poverty Lane
3. **PURPOSE OF PROJECT REQUEST FORM:** Future project
4. **DEPARTMENT PRIORITY:** New Service; Will improve efficiency, safety, and multi-modal transit
5. **LOCATION:** Mechanic Street between Buckingham Place to Poverty Lane
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Master Plan vision calls for sidewalks and bicycle facilities throughout the City. This includes a critical missing link between Buckingham Place and Poverty Lane. The vision also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street Sidewalk project accounts for these visions.

Currently, the 2026-2031 CIP reflects the funding needed for the Mechanic Street Sidewalk from Buckingham Place to Poverty Lane. In March 2024, the City made application for a FY 2025 Congressionally Directed Spending Request through U.S. Representative Ann McLane Kuster’s office. The City was informed that funding was not granted.

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Phase 1 - Mechanic Street Sidewalk from Buckingham Place to Poverty Lane

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				2026	2027	2028	2029	2030	2031	2026-2031	2032+
EXPENDITURES											
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,153
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,625,765
Property/Equipment Acquisition				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,950,918</u>
FUNDING											
Current (Operating Budget)											
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt											
Supported by: Taxes Gfund				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,918
Supported by: Water Rates Wfund				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by: Sewer Rates Sfund				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Supported by:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund											
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify Fund:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants											
Specify: NHDOT				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: FAA				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: NHDOT Bureau of Aeronautics				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: Congressionally Directed Spending Request				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds											
Specify: Water Investment Fees				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify: Public Facilities Impact Fees				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other											
Specify: Private Contributions				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Specify:				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,950,918</u>

2026-2031 Capital Improvement Program

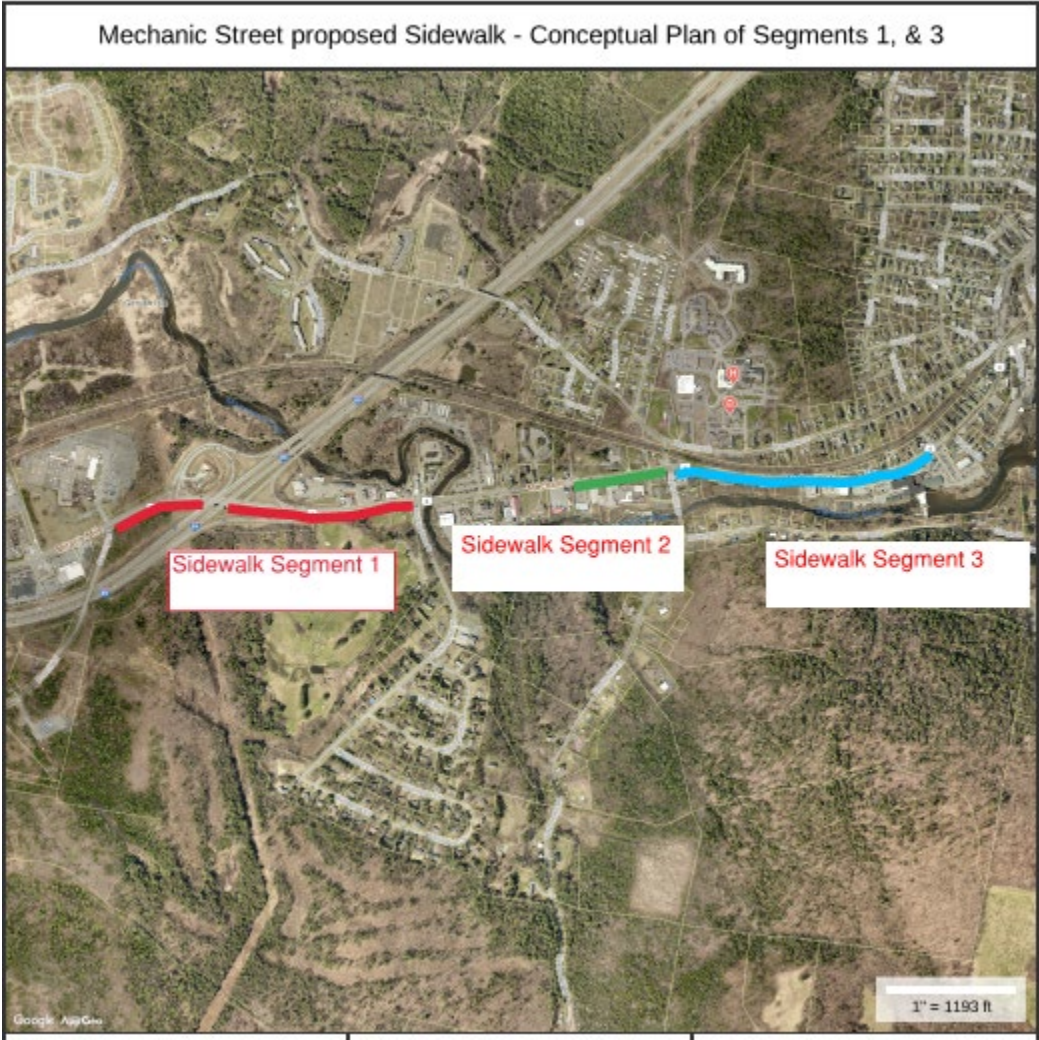
PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Mechanic Street Sidewalk – Rivermill Bus Stop to Slayton Hill Road
3. **PURPOSE OF PROJECT REQUEST FORM:** Future project
4. **DEPARTMENT PRIORITY:** New Service; Will improve efficiency, safety, and multi-modal transit
5. **LOCATION:** Mechanic Street between Rivermill Bus Stop and Slayton Hill Road
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Master Plan vision calls for sidewalks and bicycle facilities throughout the City. This includes a critical missing link between the Rivermill Bus Stop and Slayton Hill Road along Mechanic Street. The vision also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street Sidewalk project accounts for these visions.

The City submitted a Transportation Alternatives Program (TAP) Application to the New Hampshire Department of Transportation (NHDOT) on January 24, 2025. NHDOT and RPC scoring of the TAP projects will be done in February, March, and April 2025. The list of projects that scored highest and will be included in the Draft State Ten-Year Plan will be announced around the end of May 2025. If our project is selected to be included in the Draft State Ten-Year Plan the City will be notified so we can follow our project through the State Ten-Year plan process. Inclusion in the Draft State Ten-Year plan does not guarantee the project will be funded. The NHDOT encourages all applicants to attend the State Ten-Year plan meetings. Those meetings will be held in the Fall of 2025.

The Ten-Year plan process will conclude in June of 2026 and all TAP projects that are in the final Ten -Year plan will be awarded funds. If our project is funded, we will receive an official letter from the NHDOT sometime around August of 2026.

2026-2031 Capital Improvement Program

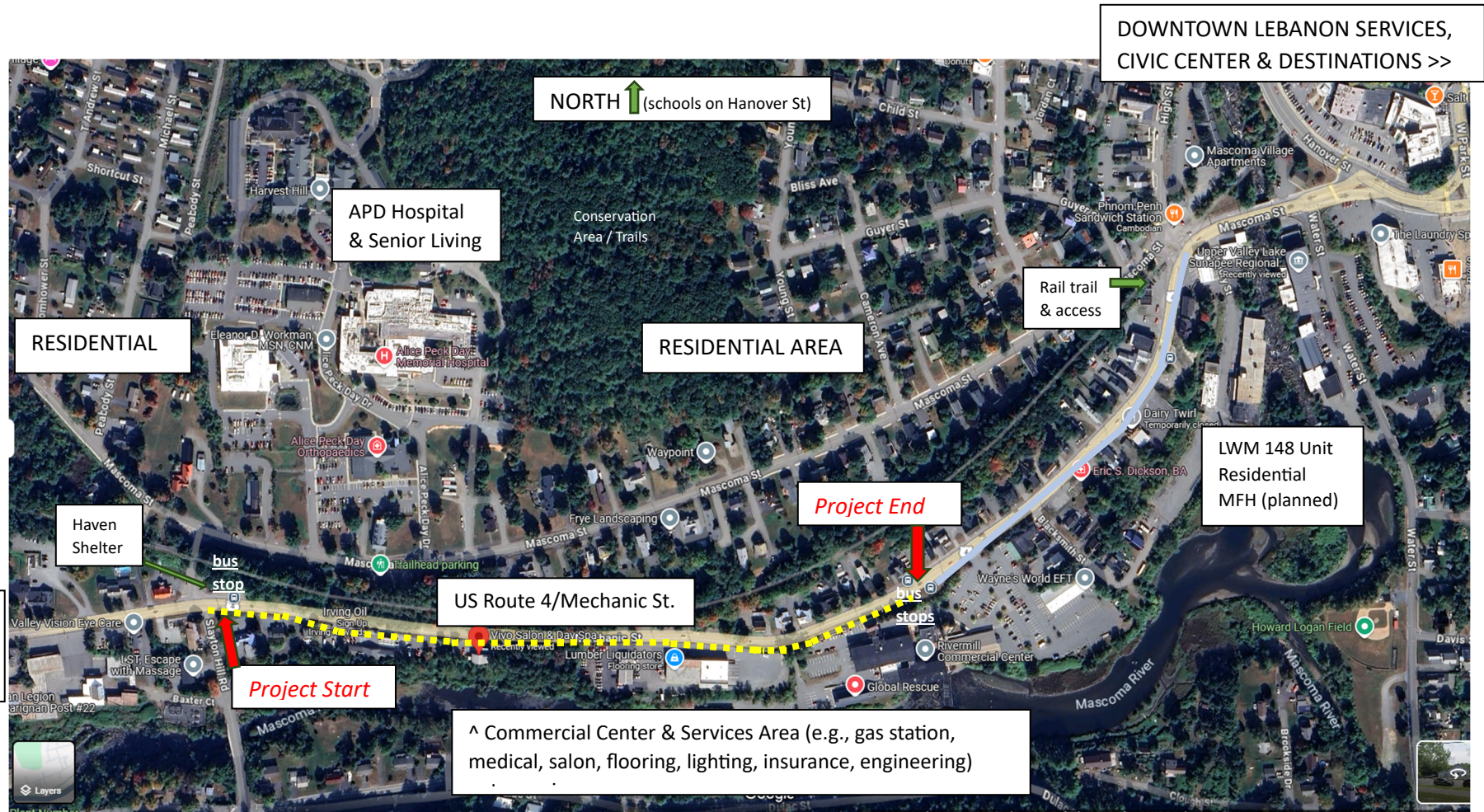


2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Phase 3 - Mechanic Street Sidewalk from Rivermill Bus Stop to Slayton Hill Road

7. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES											
Design/Engineering				\$0	\$208,300	\$0	\$0	\$0	\$0	\$208,300	\$0
Construction/Implementation				\$0	\$0	\$0	\$0	\$1,874,705	\$0	\$1,874,705	\$0
Property/Equipment Acquisition				\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$0
			TOTAL	<u>\$0</u>	<u>\$208,300</u>	<u>\$0</u>	<u>\$60,000</u>	<u>\$1,874,705</u>	<u>\$0</u>	<u>\$2,143,005</u>	<u>\$0</u>
FUNDING											
Current (Operating Budget)	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	Gfund	\$0	\$41,660	\$0	\$12,000	\$374,941	\$0	\$428,601	\$0
	Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	NHDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Transportation Alternatives Program (TAP)		\$0	\$166,640	\$0	\$48,000	\$1,499,764	\$0	\$1,714,404	\$0
Existing Funds	Specify:	Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL	<u>\$0</u>	<u>\$208,300</u>	<u>\$0</u>	<u>\$60,000</u>	<u>\$1,874,705</u>	<u>\$0</u>	<u>\$2,143,005</u>	<u>\$0</u>



DOWNTOWN LEBANON SERVICES, CIVIC CENTER & DESTINATIONS >>

NORTH ↑ (schools on Hanover St)

APD Hospital & Senior Living

RESIDENTIAL

RESIDENTIAL AREA

Rail trail & access

LWM 148 Unit Residential MFH (planned)

Project End

Haven Shelter

bus stop

US Route 4/Mechanic St.

Project Start

^ Commercial Center & Services Area (e.g., gas station, medical, salon, flooring, lighting, insurance, engineering)

<< WEST LEBANON / I-89 Exit 19

Proposed Project 2,160' New Sidewalk
Existing Sidewalk

Approximate Scale: 500'

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** US4/Mechanic Street/Slayton Hill Road/Mascoma Street Intersection Reconstruction Project
3. **PURPOSE OF PROJECT REQUEST FORM:** Modification-Continuation of the ongoing project
4. **DEPARTMENT PRIORITY:** Maintenance and will improve efficiency, safety, and improve multi-modal transit, (Bike, pedestrian, vehicle, EMS and transit)
5. **LOCATION:** Mechanic Street/Slayton Hill Road/Mascoma St. Intersection
6. **PROJECT DESCRIPTION/JUSTIFICATION:** Improvements to Mechanic Street have been in the State's 10-year plan since 1998. An Engineering Study was conducted for the Mechanic Street corridor, from just east of the Interstate 89 Exit 19 southbound ramps to approximately 200-feet east of the High Street intersection at the Mascoma Street bridge, in 2018. Walkabouts, public outreach, and informational meetings were held as part of the study stage to gain public input and select a preferred alternative to present to the State. Due to the cost of the entire corridor project, and lack of funding, the State requested that the City consider separating the project into phases. There are currently two phases included in the 10-year plan. Phase 1 is the Mechanic Street/Mascoma Street/High Street Roundabout project (separate CIP project) and Phase 2 is the Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project.

In April 2019, the Upper Valley Lake Sunapee Regional Planning Commission voted to recommend a roundabout at the Mechanic Street/Slayton Hill Road intersection, with a new pedestrian bridge along the Mascoma River Greenway, to the NHDOT. The project is estimated to cost \$5.62M. The project is municipally managed and receives up to 80% Federal funding by reimbursement. The States 10-year plan includes \$4.91M for the project. The NHDOT will pay 80% of the \$4.91M or \$3.93M. The City is responsible for 100% of the difference between the estimated project cost and the 10-year plan amount which is \$1.69M. The City may have an opportunity to seek other funding sources to supplement the unfunded portion of the project from programs such as TAP funds given the pedestrian safety concerns associated with the underpass and connectivity issues.

If the City would like to pursue the continuation of the Mechanic Street corridor reconstruction beyond the Phases 1 and 2 roundabouts, the NHDOT has indicated that the City would need to apply for the future phases/segments in a future 10-year plan. The

2026-2031 Capital Improvement Program

City is proposing separate CIP sidewalk projects along Mechanic Street from Rivermill to Slayton Hill Road and Buckingham Place to Poverty Lane.

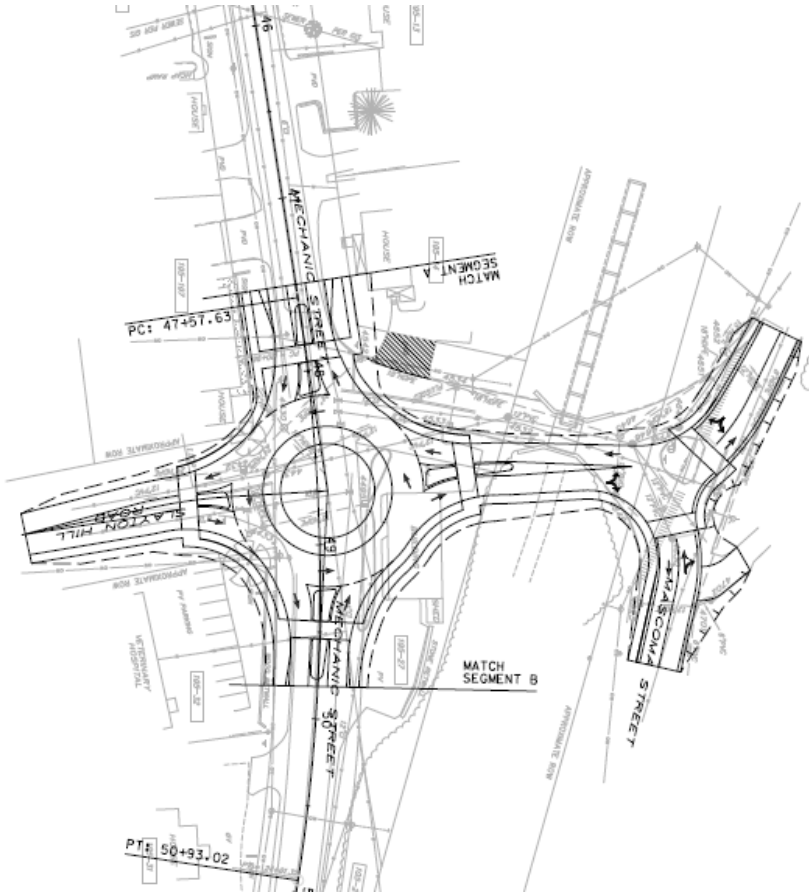
Lebanon's Master Plan calls for sidewalks and bicycle facilities throughout the City including a route from Mechanic Street to West Lebanon. The Master Plan also calls for enhancement of pedestrian transportation as well as multimodal transportation. The Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project includes these improvements.

The 2026-2031 CIP reflects the funding needed for the Mechanic Street/Slayton Hill Road/Mascoma Street Intersection project including \$388K in Engineering/Design costs in 2026, \$37K in ROW costs in 2028, and \$5.19M in construction costs in 2030.



Slayton Hill at the Mechanic Street Intersection

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Roundabout Mechanic St/Slayton Hill Rd/Rail Trail Bridge Intersection - PHASE 2

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Previous Appropriation	2026	2027	2028	2029	2030	2031	2026-2031
EXPENDITURES									
Design/Engineering			\$388,000	\$0	\$0	\$0	\$0	\$0	\$388,000
Construction/Implementation			\$0	\$0	\$0	\$0	\$5,188,000	\$0	\$5,188,000
Property/Equipment Acquisition			\$0	\$0	\$37,000	\$0	\$0	\$0	\$37,000
		TOTAL	\$388,000	\$0	\$37,000	\$0	\$5,188,000	\$0	\$5,613,000
FUNDING									
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes Gfund	\$77,600	\$0	\$7,400	\$0	\$1,401,217	\$0	\$1,486,217
	Supported by:	Water Rates Wfund	\$0	\$0	\$0	\$0	\$89,793	\$0	\$89,793
	Supported by:	Sewer Rates Sfund	\$0	\$0	\$0	\$0	\$112,219	\$0	\$112,219
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants (80%of \$4,712,731)	Specify:	NHDOT	\$310,400	\$0	\$29,600	\$0	\$3,584,771	\$0	\$3,924,771
	Specify:	FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	NHDOT Bureau of Aeronautics	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TOTAL	\$388,000	\$0	\$37,000	\$0	\$5,188,000	\$0	\$5,613,000

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** US4/ Mechanic/Mascoma/High Street Roundabout Reconstruction Project – Phase 1
3. **PURPOSE OF PROJECT REQUEST FORM:** Modification- Continuation of an ongoing project.
4. **DEPARTMENT PRIORITY:** Maintenance and will improve Efficiency
5. **LOCATION:** Mechanic/Mascoma/High Streets Intersection Reconstruction
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The project consists of a roundabout at the High St/Mechanic St/Mascoma St. intersection. The project is municipally managed and is eligible for up to 80% Federal Funding. The 2026-2031 CIP request is to fund the additional costs of the project due to inflation. The City Council previously appropriated \$4.67M for the project, consisting of \$606K for Design/Engineering, \$305M for Construction, and \$1.0M for Property/Equipment Acquisition. 2026-2031 CIP costs include \$356K for additional Construction costs due to inflation. The estimated schedule for the roundabout project is to advertise for construction bids in June 2025 for construction in 2025 and 2026.

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

NHDOT Approved Budget through Amendment No. 6 is \$4,469,591 (80% participating or \$3,575,673). CIP includes the Engineering Study (\$255,389) paid 80% by the NHDOT from a different Project (80% participating or \$204,312). Total is \$4,724,980 (80% participating or \$3,779,984). I believe that the NHDOT will increase the project funding after the bid, including CE services.

PROJECT REQUEST FORM #2: Mechanic Street - High Street - Mascoma Street Roundabout

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		Previous \$4,669,748	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>
EXPENDITURES									
Design/Engineering		\$605,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction/Implementation		\$3,064,000	\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802
Property/Equipment Acquisition		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL		\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802
FUNDING									
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by: Taxes	Gfund	\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802
	Supported by: Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify: NHDOT - Project Agreement		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: FAA		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: NHDOT Bureau of Aeronautics		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify: Water Investment Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Public Facilities Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Private Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL		\$355,802	\$0	\$0	\$0	\$0	\$0	\$355,802

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** School Street /Meriden Road Safety Improvements
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Safety and Connectivity
5. **LOCATION:** Start at the School Street - Messenger Street intersection and extend to the Goodwin Park Entrance
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The intent of the “Meriden Road Safety Improvements” project is to construct a 5-foot wide, approximately 700-foot-long paved shoulder to serve bicycle lane from where Messenger Street connects to School Street (Meriden Road) and extends down to the Goodwin Park entrance on Meriden Road. This shoulder widening would be as wide as possible while minimizing impacts to Right-Of-Way (ROW), and costs such as extensive retaining walls or slope cut.

NH Route 120, Meriden Rd., is a north-south major collector through Lebanon with an AADT of approximately 3,550. This area primarily serves significant through traffic to downtown Lebanon and surrounding residential neighborhoods. The existing typical section includes two 11-foot-wide travel lanes, 6” to 3’ shoulders going southbound and 1 foot to 4-foot shoulders in the northbound direction. The posted speed limit is 25 mph and pedestrian, and bicycle facilities exist north of the Messenger St. /Meriden Rd. intersection. Guardrail exists on the southbound side of the road for the length of the project, with breaks for driveway openings. Overhead utilities, a closed drainage system and City water services are located on the northbound side.

Existing connectivity in this area is lacking. The existing sidewalk and bike lane ends north of the proposed project location. Many residents living in-town wish to access Goodwin Park and many residents that live just outside of the sidewalk area wish to access the amenities of downtown using alternative modes of transportation.

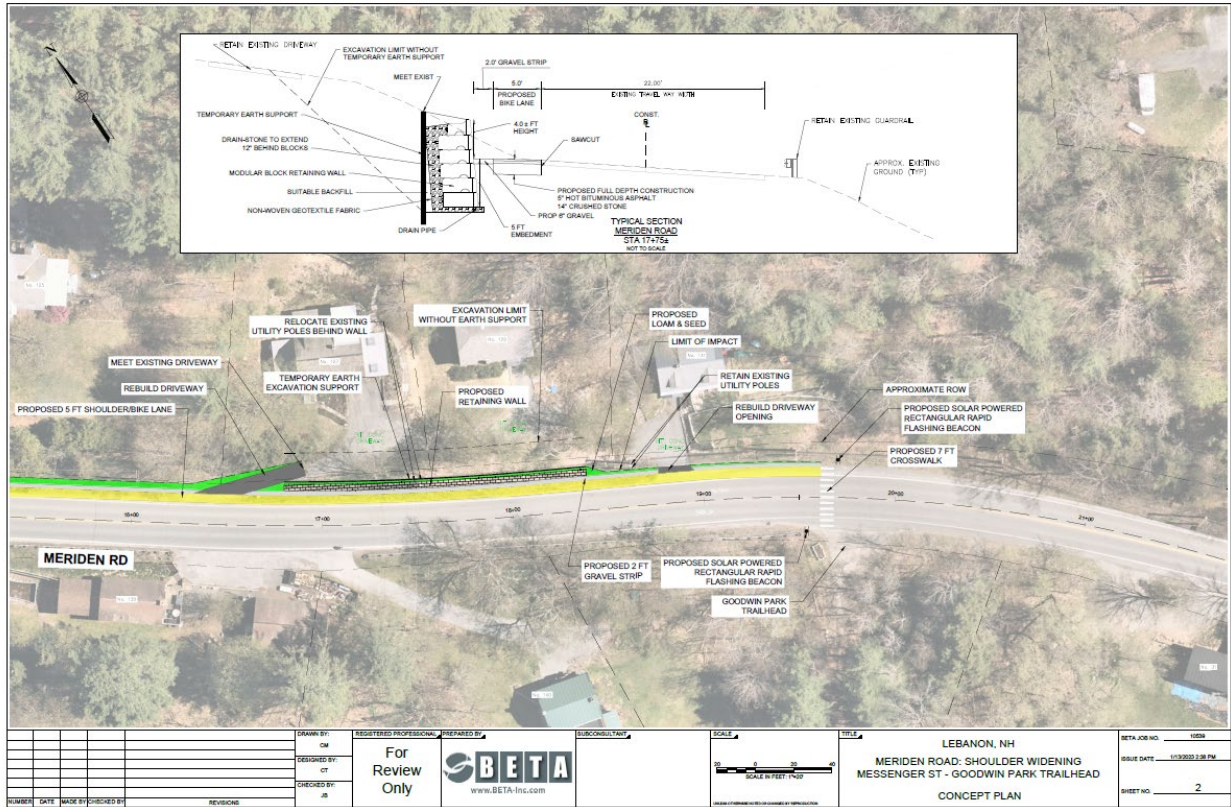
2026-2031 Capital Improvement Program

Connecting the southeast side of downtown Lebanon will also allow residents to access the Goodwin Park trail system and thus Storrs Hill Ski area safely without having to use their vehicles.

Improvements and widening to the eastern shoulder of Meriden Rd. from Messenger St. to the entrance of Goodwin Park is recommended versus the western shoulder as this is the most feasible side to provide a connection from the existing pedestrian and bike facilities along Meriden Rd. Given existing roadway features, alignment, dimensions, and the local terrain, it is not economically viable to add pedestrian and bike accommodations on both sides of the road without extensive impacts to abutters. The proposed construction on the east side of Meriden Rd. will require full depth box widening, excavation, utility pole relocation, a retaining wall, surface restoration and shoulder restriping to accommodate a 5-foot bike lane and 2-foot clear zone. This connection from Messenger St. to Goodwin Park will provide a safer and more inviting experience for bicyclists.

The *Walk Bike Ride Lebanon Plan* (WBRL; final draft, May 2023) identified this project as a priority. The WBRL plan includes a more detailed description of engineering review, and conceptual project costs that are enclosed here. Total project cost (including engineering, survey, permitting, right of way and construction) is approximately \$456,00 in 2023 dollars and \$635,000 in 2035 dollars using 2.8% inflation per year. 10% indirect costs have been added to the project costs for administration and construction engineering. It assumes LPA process and associated cost escalation, should the project be funded in part with a federal grant.

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Meriden Road Safety Improvements

7. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032+</u>
EXPENDITURES									
Design/Engineering			\$0	\$0	\$0	\$0	\$0	\$0	\$ 90,540.00
Construction/Implementation			\$0	\$0	\$0	\$0	\$0	\$0	\$ 535,570.00
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$ 9,060.00
		TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$ 635,170.00</u>
FUNDING									
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Debt	Supported by:	Taxes Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ 635,170.00
	Supported by:	Water Rates Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:	Sewer Rates Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Grants	Specify:	NHDOT (TBD)	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Existing Funds	Specify:	Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:	Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
Other	Specify:	Private Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$ -
		TOTAL	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$ 635,170.00</u>

2026-2031 Capital Improvement Program

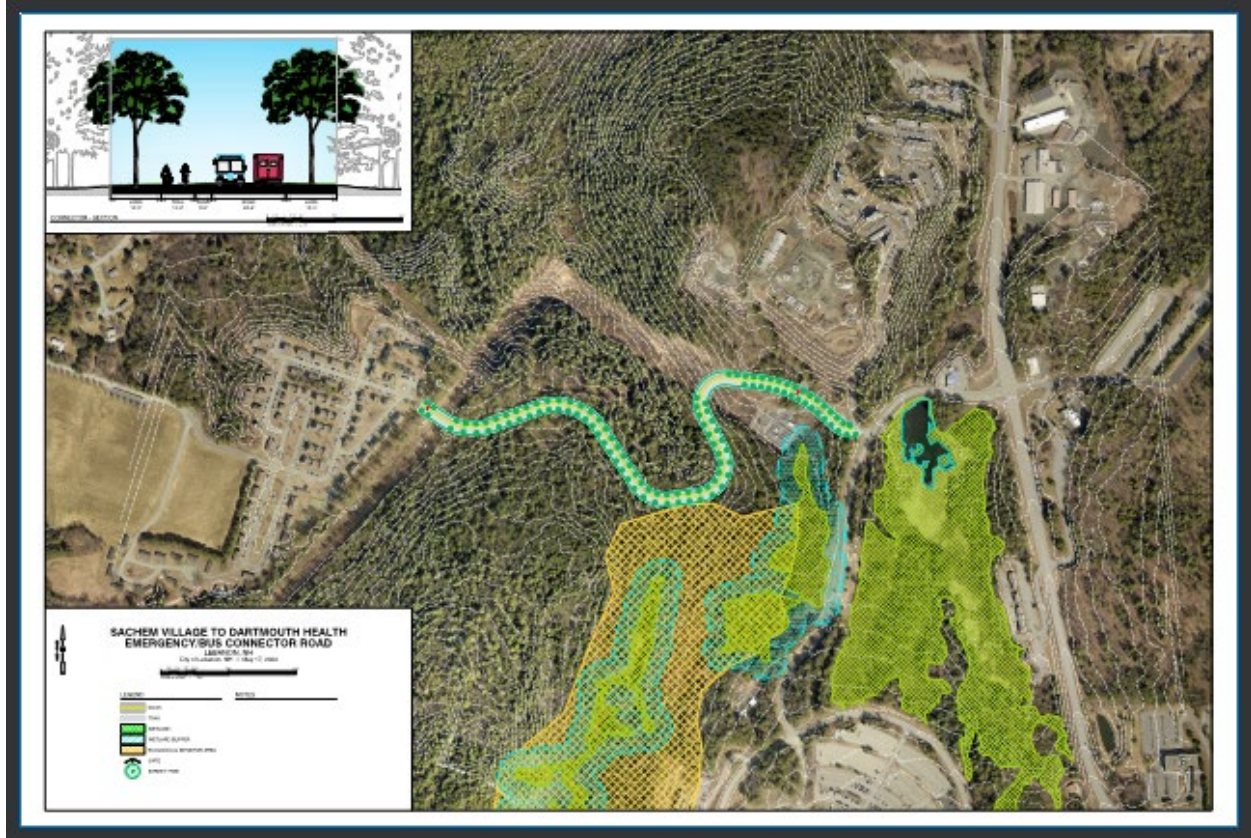
PROJECT REQUEST FORM #1

1. **DEPARTMENT:** Public Works
2. **PROJECT TITLE & NUMBER:** Sachem Village to Dartmouth Hitchcock Medical Center Emergency/Bus Connector Road and Multi-use Path
3. **PURPOSE OF PROJECT REQUEST FORM:** New Project
4. **DEPARTMENT PRIORITY:** Improve Efficiency for Emergency Vehicles and Buses and ped/bike connection
5. **LOCATION:** Ralston Lane to Gile Drive
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Sachem Village to Dartmouth Hitchcock Medical Center (DHMC) Emergency/Bus Connector Road and Multi-use Path project will consist of a 22' wide roadway for community buses and emergency vehicles and a 10' wide multi-use path for pedestrians and bicycles. The project will provide an important connection from northern West Lebanon and Hanover (Route 10) to Medical Center Drive (Route 120). The connection will improve efficiency and travel times for buses, fire trucks, ambulances, and other emergency vehicles. The multi-use path will allow pedestrians to walk or bike from the Route 10 side of town to the Route 120 employment center area. The multi-use path will intersect with multiple trails traversing Indian Ridge and the Boston Lot Conservation Area.

The main challenges are related to the environment and land use. The roadway will cross over Dartmouth College and DHMC property, an active transmission line corridor, and a conservation easement. The roadway alignment necessitates a stream crossing which will require an open bottom span structure. The roadway is proposed to cross steep slopes, approaching the maximum allowable roadway grade, and will require significant stormwater management efforts. The roadway layout will avoid impacts to high value wetlands and ecologically sensitive areas (shown cross-hatched in the graphic below).

The City is pursuing funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program administered through the Federal Highway Administration. The CMAQ program would pay for 80% of the project cost and the City would be responsible for the remaining 20%. The City will be establishing a Special Assessment District to account for the remaining 20%. The project is programmed for construction in 2032 or later.

2026-2031 Capital Improvement Program



2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2: Sachem Village to Dartmouth Hitchcock Medical Center Emergency/Bus Connector Road and Multi-use Path

7. FINANCIAL PLAN AND PROJECT SCHEDULE

		<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES									
Design/Engineering		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$306,600
Construction/Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,442,959
Property/Equipment Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,749,559</u>
FUNDING									
Current (Operating Budget)	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by: Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Water Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by: Sewer Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify: NHDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: CMAQ Grant (Pending Approval)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,999,647
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify: Water Investment Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify: Public Facilities Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify: Special Assessment District	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$749,912
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,749,559</u>

2025-2030 Capital Improvement Program

PROJECT REQUEST FORM #1

This form includes basic information for each department project request. It must be completed for each project whether for a **NEW PROJECT**, a **MODIFICATION OF AN EXISTING PROJECT**, **CONTINUATION OF AN ON-GOING PROJECT**, or **CANCELLATION OF A PREVIOUSLY APPROVED PROJECT**.

See accompanying instructions.

1. **DEPARTMENT:** Recreation Arts & Parks
2. **PROJECT TITLE & NUMBER:** Mascoma River Greenway Extension
3. **PURPOSE OF PROJECT REQUEST FORM:** Continuation of an existing project
4. **DEPARTMENT PRIORITY:** Maintenance
5. **LOCATION:** Glen Road Western Terminus to Rt 12A
6. **PROJECT DESCRIPTION/JUSTIFICATION:** The Mascoma River Greenway (MRG) is currently 2.3 miles long, but envisioned as a 4 mile long section of the Northern Rail Trail, already identified as a high recreation and transportation priority for the city. It follows the former Boston and Maine corridor from the previous terminus of the Northern Rail Trail at Spencer Street, and moves west to the current terminus at Glen Road. As a 10-12 foot wide paved path, completed in 2018, and hosting 240 users in an average day (according to UVLSRPC 2020 counts), the strategic East-West alignment provides residents and visitors a viable non-motorized method to both recreate and reach places they want to go. With the completion of this proposed expansion to 12A, and future expansions to River Park, the MRG will be the core transportation corridor for bikes and pedestrians through the heart of Lebanon and West Lebanon, connecting Lebanon's neighborhoods with workplaces, schools, child care centers, open spaces, shopping areas, medical center and transit stops.

The City of Lebanon entered into an Agreement for Trail Use with the NH DOT in the Fall of 2012 for the existing MRG. It allows for our perpetual use of the corridor assuming the corridor remains officially "abandoned". We have been actively pursuing NH DOT's participation in the process of extending that Agreement for Trail Use and rail abandonment to the area adjacent to Riverside Community Park, where we will slope down off the rail corridor and into Lebanon's most popular park. Upgrading the existing riverfront trail within Riverside Community Park to the Powerhouse Mall enables us to reach Rt 12A with a riverside path through the Powerhouse Mall property. NH DOT has disengaged with the City and railroad operator since September 2023, during the final

2025-2030 Capital Improvement Program

stage of the abandonment application process. The project cannot proceed until this step is complete.

The project also includes a new Rt 4 link to the MRG via Lebanon Ford's land. The City will have an easement crossing the small section of land owned by Lebanon Ford connecting us to the NH DOT bridge over the MRG. The bridge will be reconditioned with new decking and railings, and the path from the bridge to the MRG will be upgraded to MRG standards.

The City applied for and was awarded 80/20 funding from the Congestion Mitigation Air Quality (CMAQ) Federal funding program starting November 2024 and ending September 2028.

The Mascoma River Greenway is mentioned or referenced throughout the Master Plan. It positively impacts Conservation Lands, Air Quality, Energy Conservation, Linkages of Parks and Green Infrastructure, Community Health - in particular the health of children, and Providing Transportation Choice:

- Support efforts to enhance the character of existing centers and improve public health by upgrading and increasing recreational facilities such as parks, green spaces, and walk-bikeways. (2.1.S7)
- Encourage the Rail Road to consider the needs of residents and business owners, and recognize the benefits of using railroad rights-of-way as bicycle pedestrian trails. (2.1.S12)
- Support efforts to promote the Mascoma River as a scenic and recreation asset. (2.4.S2)
- Develop system of paths and bikeways connecting neighborhoods, parks and CBD. (3.1.S13)
- Improve access to Mascoma River frontage. (3.1.S17)
- Create and improve bikeway linkages, such as extending the Northern Rail Trail/Mascoma River Greenway to West Lebanon. (3.1.S18)
- Identify bike routes off main streets in an effort to make transportation more accessible for riders. (3.1.S19)
- Focus on the Mascoma River and highlight it through urban design. (3.1.S26)
- Invest in the West Lebanon downtown by constructing and upgrading the infrastructure, including parks. (4.1.S3)
- Promote linkages with West Leb CBD as well as recreation areas and Lebanon CBD with bike and pedestrian pathways. (4.1.S17)
- Support land use patterns that promote alternatives to vehicles. (5.1.S13)
- Cooperate with groups, such as Friends of the Northern Rail Trail and the Upper Valley Trails Alliance, to maintain and extend the existing rail trail from Lebanon to West Lebanon. (9.3.S1)
- Promote improved pedestrian facilities throughout the City. (9.4.S4)
- Develop additional safe multi-use trails to offer connectivity throughout the City and to other UV towns. (10.1.S10)

2025-2030 Capital Improvement Program

- Provide opportunities along walking and biking trails for non-structured uses. (10.1.S12)
- Address walkability and bikability in conjunction with traffic planning. (10.1.S14)
- Continue to provide recreational opportunities for all users, including people with disabilities and others needing special accommodation. (10.2.S1)
- Support efforts to extend the Northern Rail Trail/Mascoma River Greenway from downtown Lebanon to West Lebanon. (11.1.S13)

Lebanon's Principals for a Sustainable Community

Principle #2: Sense of Place

Principle #3: Environmental Responsibility and Energy Efficiency

Principle #4: Intelligent, Coordinated Development and Transportation

Principle #5: Economic Vitality

Project phases are described below. The estimate on Form 2 is based on cost estimates provided by Stantec in 2022 and adjusted for inflation to 2025.

Engineering design and permitting: 2026

PHASE 1: 2026

- Design and construct the Lebanon Ford trail and bridge connector to the MRG.

PHASE 2: 2027

- Complete design/engineering for rail trail section and Powerhouse Mall section.
- Powerhouse Mall path along the easement, in conjunction with the Powerhouse Mall repaving project.

PHASE 3: 2028

- Work will begin at the western end of the bridge over the Mascoma River under Route 4. A portion of the existing stone dust trail will be regraded and paved, new trail will begin at the second crossing of the existing path and the railroad. Approximately 1,000 feet.

From that point, the trail will follow the existing rail corridor ending at Riverside Park. The trail will leave the rail corridor after the second Mascoma River Crossing, sloping down to meet existing grades at Riverside Park. This estimate assumes that portion of the trail will be built into the existing side slope of the rail corridor. The trail will be wide enough to allow pickup truck access, and will attempt to meet full ADA requirements. Approximately 1,800 feet, including the path to the park. There are approximately 250 feet of bridges in this segment.

- Widen the existing riverwalk along the Mascoma River at Riverside Community Park to at least 8' but preferably 10'. This is approximately 2,650 feet to the

2025-2030 Capital Improvement Program

Powerhouse Mall. An additional 500 feet of trail is included as a potential secondary route in order to bypass pinch points that will not allow the minimum widening.

- Paving

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM #2:

8. FINANCIAL PLAN AND PROJECT SCHEDULE

			<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>
EXPENDITURES										
Design/Engineering			\$43,000	\$296,000	\$29,000	\$0	\$0	\$0	\$368,000	\$0
Construction/Implementation			\$390,000	\$1,210,000	\$400,000	\$0	\$0	\$0	\$2,000,000	\$0
Property/Equipment Acquisition			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$433,000	\$1,506,000	\$429,000	\$0	\$0	\$0	\$2,368,000	\$0
FUNDING										
Current (Operating Budget)	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt	Supported by:	Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Water Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:	Sewer Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Supported by:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants	Specify:	CMAQ Grant	\$347,000	\$1,204,000	\$343,000	\$0	\$0	\$0	\$1,894,000	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds	Specify:	Recreation Impact Fees Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Specify:	Private contributions held by UVTA	\$86,000	\$20,000	\$0	\$0	\$0	\$0	\$106,000	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Specify:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL			\$433,000	\$1,324,000	\$343,000	\$0	\$0	\$0	\$2,100,000	\$0



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, P.E.
Assistant Commissioner

Andre Briere, Colonel, USAF (RET)
Deputy Commissioner

August 23, 2024

Paul Coats
Recreation Arts & Parks Director
City of Lebanon
51 N. Park Street
Lebanon NH 03766

Re: State Project: Lebanon 44353
CMAQ Application: 22-19CMAQ

Project Description:

Extend the Mascoma River Greenway (MRG), a 10-foot wide paved corridor, 1.3 miles from its current terminus at Glen Road westward to the existing sidewalk network on Route 12A.

Dear Mr Coats:

The New Hampshire Department of Transportation (NHDOT) is pleased to inform the City of Lebanon that their Congestion Mitigation and Air Quality (CMAQ) application has been approved. We have recently created the new municipally managed project underlined above.

The total budget for this locally managed project is \$2,400,000.00. The federal funding awarded is \$1,920,000.00 which is 80% of the total budget. A 20% matching amount of \$480,000.00 will be required by the municipality. I would like to note that funding provided is thru a reimbursement process where after future approvals the municipality initially pays for 100% of project elements and then seeks 80% reimbursement thru NHDOT for eligible project expenditures.

For a municipality to manage a federally funded project thru NHDOT, there must be a full-time local employee who can make financial decisions, designated as the person in responsible charge. That person must be Local Public Agency (LPA) certified. If the person you designate is not certified, they must take our next LPA certification training scheduled for October 29th and 30th. The Training is free and is done virtually via TEAMS

Every LPA project must have a municipal agreement in place. Over the next few months, a municipal agreement will be sent to you, and this must be signed by the municipality, sent back to the Department, and signed by the Commissioner to officially start the project.

It is very important to understand no reimbursable work can take place before the Municipal Agreement is executed, a consultant is selected through the qualification-based selection (QBS) process, and you have a written letter giving you a notice to proceed from the Bureau of Planning & Community Assistance.

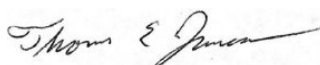
Non-reimbursable work can occur prior to your notice to proceed letter. After you designate the person in responsible charge, and if they are LPA certified, you could start the process of hiring a consultant to design the project. The necessary steps are in our LPA manual and will be taught at our LPA training.

Please have your person in responsible charge go to our website for information. The LPA manual is available as a downloadable PDF. The LPA certification training form is also on this webpage.

<https://www.dot.nh.gov/about-nh-dot/divisions-bureaus-districts/planning-community-assistance/local-public-agency-lpa>

If you have any questions, please call or email me anytime.

Sincerely,



Thomas E. Jameson, PE
Project Manager
Bureau of Planning and Community Assistance
Telephone: (603) 271-3462

Cc: Upper Valley Lake Sunapee RPC

2026-2031 Capital Improvement Program

PROJECT REQUEST FORM # MRG to Mascoma Street Path

8. FINANCIAL PLAN AND PROJECT SCHEDULE

				<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2026-2031</u>	<u>2032+</u>	
EXPENDITURES												
Design/Engineering				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,200
Construction/Implementation				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,800
Property/Equipment Acquisition				\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$408,000</u>
FUNDING												
Current (Operating Budget)		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Debt		Supported by:	Taxes	Gfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$328,000
		Supported by:	Water Rates	Wfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:	Sewer Rates	Sfund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Supported by:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Reserve Fund		Specify Fund:		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		Specify Fund:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grants		Specify:	Rec Trails Program (RTP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Funds		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Specify:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL				<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$408,000</u>

PROJECT REQUEST FORM #1

1. **DEPARTMENT: Planning and Development**
2. **PROJECT TITLE & NUMBER: MRG to Mascoma Street Path**
3. **PURPOSE OF PROJECT REQUEST FORM: New Project**
4. **DEPARTMENT PRIORITY: Improve Efficiency & Connectivity**
5. **LOCATION: start: 226 Mascoma St and end: Mascoma River Greenway, just west of I-89 MRG overpass**
6. **PROJECT DESCRIPTION/JUSTIFICATION:**

The intent of the “Mascoma Street Connector” project is to construct a 10-foot wide, approximately 1,000-foot-long paved bicycle path from just north of the bridge where the Mascoma River Greenway crosses I-89 to Mascoma St., along the north side of the I-89 right of way corridor (adjacent to Valley Cemetery). The path will then cross along the western boundary of property recently purchased by the City and connect to the access driveway of the Boston Lot trails/conservation area onto Mascoma St.

The Mascoma River Greenway (MRG) is a 4-mile multi-use separated pathway starting from the current terminus of the Northern Rail Trail at Spencer Street in downtown Lebanon. The MRG is a core transportation corridor for bikes and pedestrians through the heart of Lebanon and West Lebanon, connecting Lebanon’s neighborhoods with workplaces, schools, open spaces, shopping areas, restaurants, a medical center and transit stops. There are current projects planned that will connect the MRG to 12A at Powerhouse Mall. The Boston Lot Conservation area comprises 436 acres with seven miles of trail and recreational access to Dartmouth Hitchcock Medical Center and surrounding neighborhoods.

The proposed path alignment is currently wooded and undeveloped land, sloping upwards from I-89 to the back portion of the Valley Cemetery, and flat grades on top of the highway embankment from the cemetery to Mascoma St. There are remnants of an old access road that part of the new path will be located on. The exact location of NHDOT and City right of way (ROW) is unknown, ROW lines have been obtained from tax map information but a more accurate re-establishment of the ROW through deed research and survey will be needed in the future. The City Planning and RAP departments have talked to the State DOT about permitting for this project and they seem favorable. There is an existing chain link fence that runs along the eastern boundary of the cemetery to Mascoma St. The City of Lebanon has recently purchased the property of 226 Mascoma St. and anticipates using a portion of the property to build the bike path.

The *Walk Bike Ride Lebanon Plan* (WBRL; final draft, May 2023) identified this project as a priority through an extensive engagement process that included interdepartmental City staff and

multiple public outreach efforts. This path connection will provide Mascoma Street-area residents access to the MRG and allow MRG users a safe and convenient access to the Boston Lot, which is open to hiking, biking, snowshoeing, ski touring, as well as hunting, fishing, and camping. As a matter of equity, the path would provide direct non-vehicular access to the Boston Lot, which currently is accessed most readily by vehicles. The project will also help address a long-standing City concern about people cutting through the cemetery to travel between the MRG and Mascoma Street/Boston Lot and causing related damage to that land. This path will also help connect the residential developments on Mascoma Street/Old Pine Tree Cemetery Road to access the MRG and thus Downtown, Alice Peck Day Hospital, and 12A/West Lebanon.

The WBRL plan includes a more detailed description of engineering review, and conceptual project costs that are enclosed here. Total project cost (including engineering, survey, permitting, right of way and construction) is approximately \$293,000 in 2023 dollars and \$408,000 in 2035 dollars using 2.8% inflation per year. 10% indirect costs have been added to the project costs for administration and construction engineering. It assumes LPA process and associated cost escalation, should the project be funded in part with a federal grant. Private contributions are anticipated to be an important factor in the successful funding of this project, to provide any local match requirements to the greatest extent possible, focusing on stakeholders with recreational interests.

Concept Plan:

