



MUNICIPAL SERVICES, FACILITIES AND INFRASTRUCTURE COMMITTEE
Council Chambers, Keene City Hall
July 22, 2026
6:00 PM

A. AGENDA ITEMS

1. Robin Hood Park Renovation - CHA Phase 1 Presentation - Parks & Recreation Director
2. Erik Murphy - Petition - Safety Improvements at the South Lincoln Street and Roxbury Street Intersection
3. Eversource Energy - Request for Temporary Access and Use of Old Gilsum Road for Eversource Transmission Structure Replacement Project
4. Proposed Rumble Strips on Route 12 and Route 9 - Public Works Director
5. Roadway Safety Audit - Intersection of Route 9 and Whitcomb's Mill Road - Public Works Director
6. Gilbo Ave Solar Pavilion Conceptual Design - City Engineer
7. Restricting Vehicular Access to Wastewater Treatment Plant Driveway - Public Works Director
8. Airport Terminal Renovations - Deputy City Manager
9. Downtown Infrastructure Project Update - Public Works Director

B. MORE TIME ITEMS

NON PUBLIC SESSION

ADJOURNMENT



CITY OF KEENE NEW HAMPSHIRE

ITEM #A.1.

Meeting Date: July 22, 2026

To: Municipal Services, Facilities and Infrastructure Committee

From: Carrah Fisk-Hennessey, Parks and Recreation Director

Through: Elizabeth Ferland, City Manager

Subject: **Robin Hood Park Renovation - CHA Phase 1 Presentation - Parks & Recreation Director**

Recommendation:

Move that the Municipal Services, Facilities and Infrastructure Committee recommend that the Robin Hood Park Phase 1 - Pool Rehabilitation Plan presentation be accepted as informational.

Attachments:

1. CHA RH Phase 1 MSFI July 22 2026

Background:

The City of Keene, through Keene Parks & Recreation, has secured CHA for engineering services in support of the long-anticipated Robin Hood Park Renovation. With funding secured, the project has been formally divided into two phases: Phase 1, focused exclusively on pool rehabilitation, and Phase 2, dedicated to upgrades within the surrounding park amenities. Both the City team and the Steering Committee have met with CHA to review high-level park renovation goals and to discuss Phase 1 needs in more detail.

As part of the Phase 1 presentation, CHA will outline the current conditions and required improvements for the Robin Hood Park pool area. These essential elements include installation of a new PVC pool liner over the existing gunite surface, minor replacements and enhancements to the pool's mechanical systems, modifications to the pool building to meet ADA and safety requirements, and upgrades to the pool deck. CHA will provide the full scope of work, associated cost estimates, and anticipated timelines for bidding and construction.

Looking ahead, the Steering Committee will meet with CHA in August to review concepts, needs, and priorities for Phase 2. Public engagement will begin with a community workshop in September. Additional meeting dates will be established and publicized in accordance with standard notification practices.

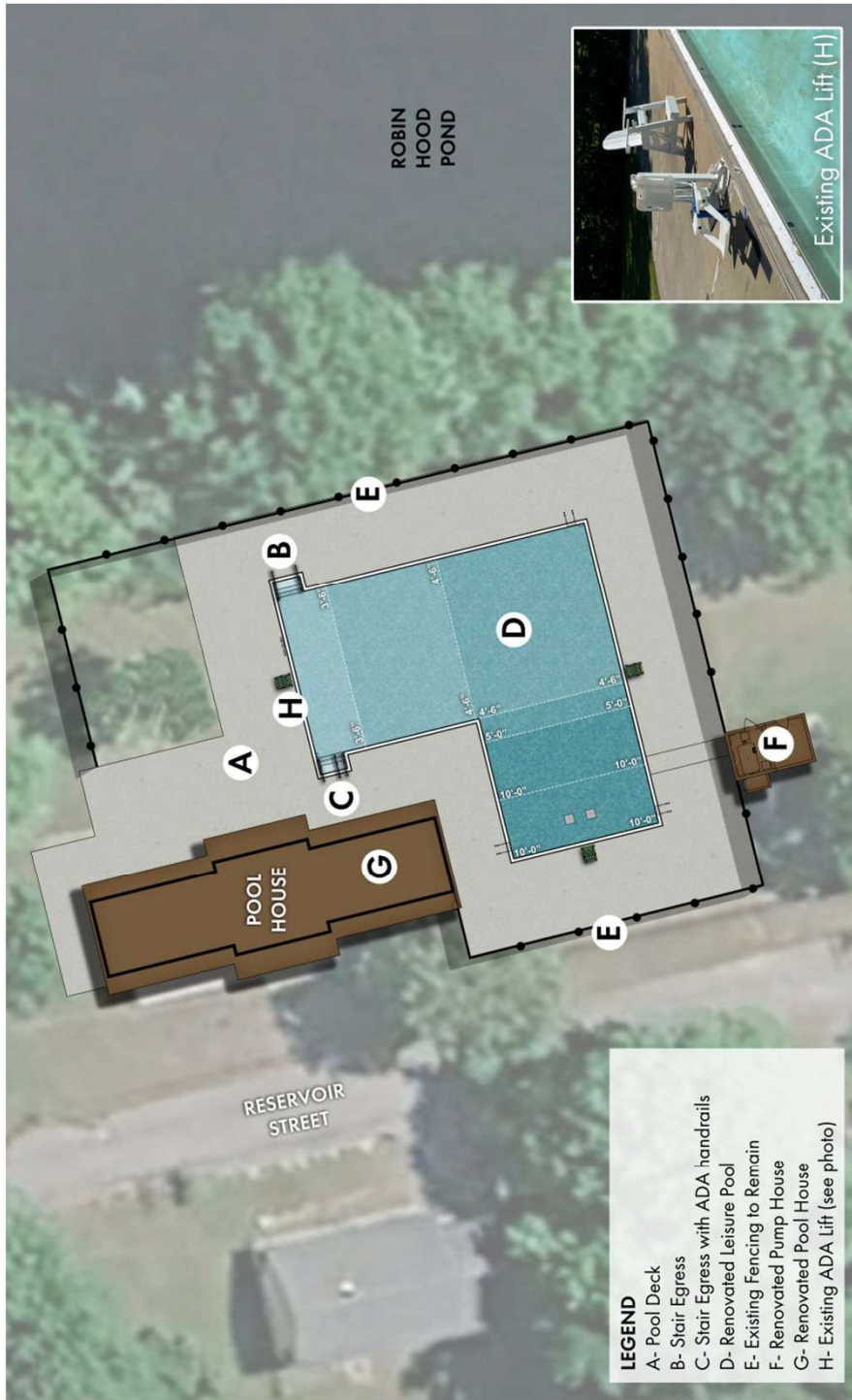


City of Keene – Robin Hood Park

MSFI Committee Meeting

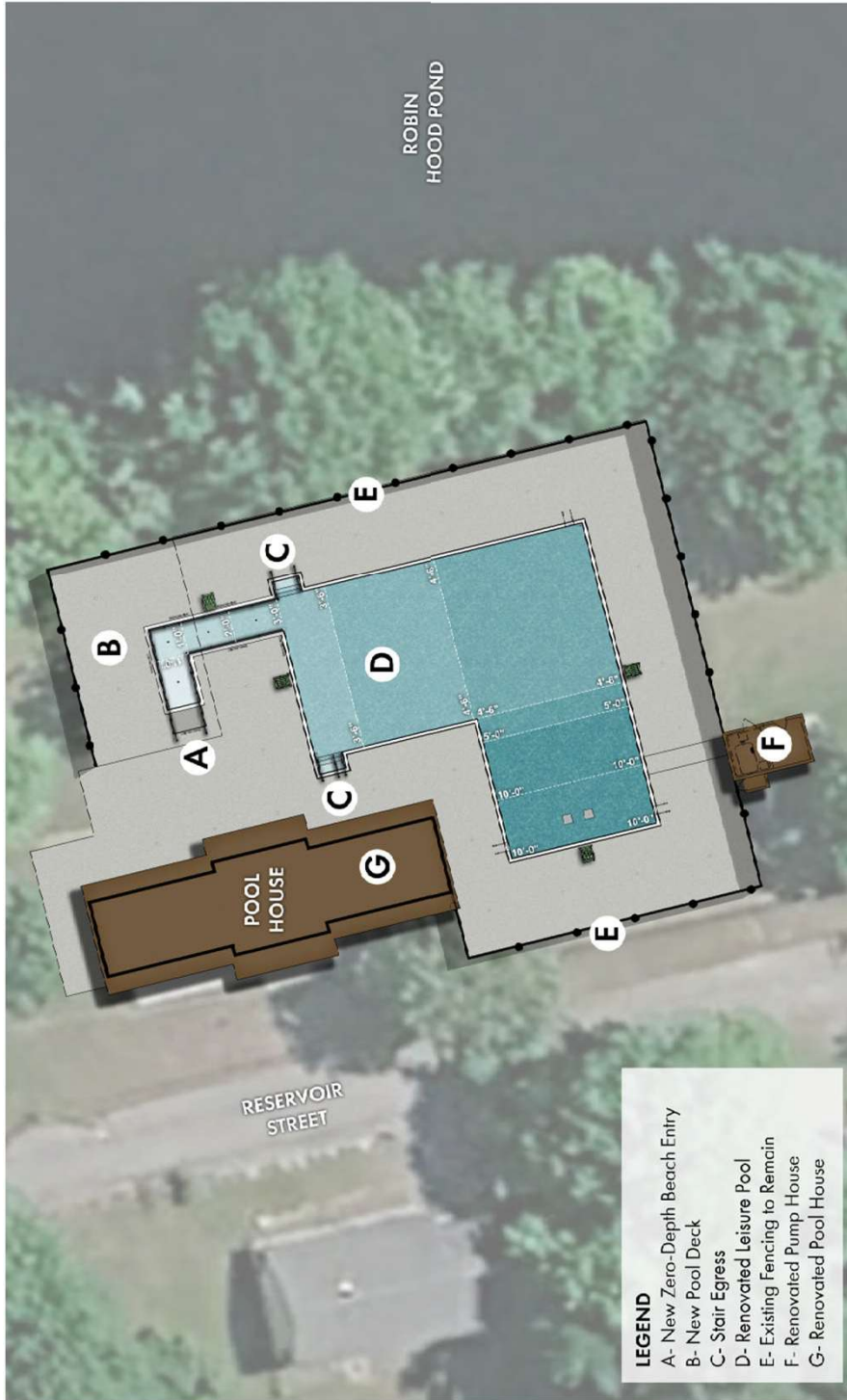
July 22, 2026





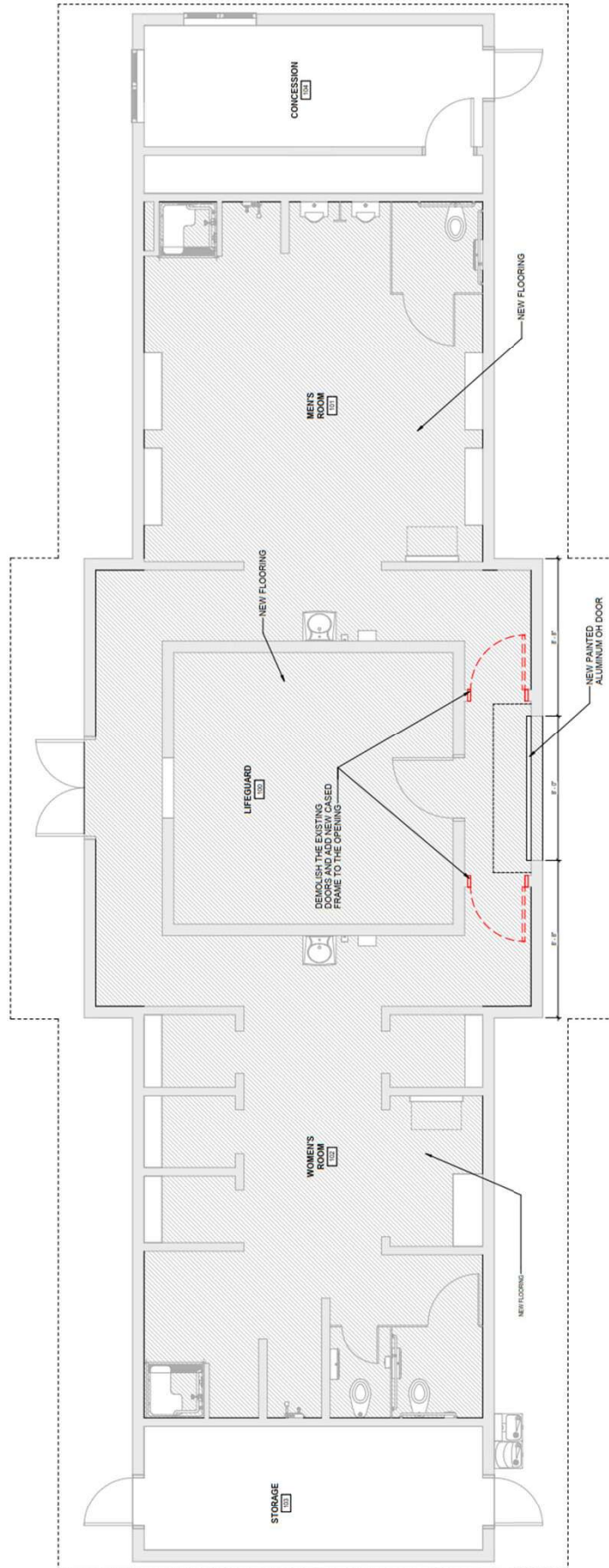
PROPOSED POOL RENOVATION





PROPOSED POOL RENOVATION (WITH ZERO-ENTRY ADDITION)





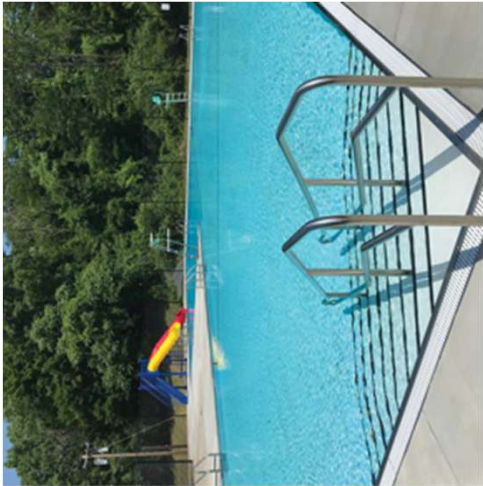
FLOORING: SHERWIN WILLIAMS-
NEW GRANITE

POOL BUILDING- FLOOR PLAN



Pool Renovation Costs:

Demolition:	\$65,000
Pool Improvements- Infrastructure:	\$381,100
Pool Mechanicals:	\$153,100
Pool Deck:	\$285,440
Bathhouse Improvements:	\$10,000
Total:	\$894,640
Total with OH&P and Contingencies:	\$1,127,237

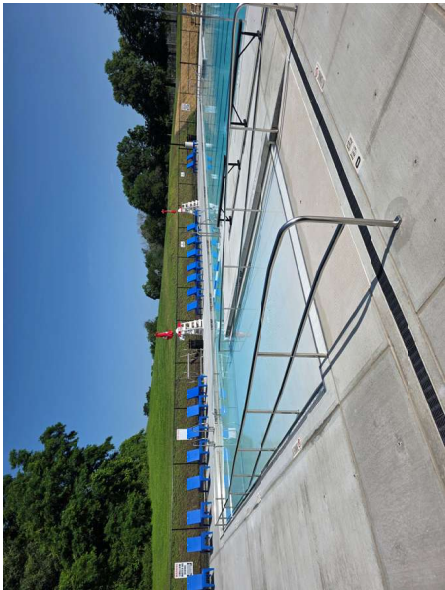


POOL RENOVATION COST ESTIMATE



Zero-Entry ADA Accessible Pool Addition-

Beach Entry Ramp Demo:	\$12,000
Beach Entry Ramp Addition:	\$368,825
Additional Pool Mechanicals:	\$164,000
Total:	\$544,825
Total with OH&P and Contingencies:	\$686,480



Possible Additional Features:

Beach Entry Spray Features:	\$100-180k
Separate Splash Pad:	\$450k and up



OPTIONAL FEATURES ESTIMATE





THANK YOU!



To: Mayor and Keene City Council

Date: June 24, 2026

From: Erik Murphy, 287 Roxbury St. Keene NH 03431 [REDACTED]

At 9:30am on June 5th I was on the phone with 911 because of a two-car collision at the intersection of S. Lincoln Street and Roxbury St. The pickup driver was forced off the pavement, over the sidewalk, and through my hedge. This is not a once-in-a-million accident. This exact scenario happened previously, in exactly the same way and in the exact same spot.



As over 100 petitioners agree, the time for change has definitely arrived.

Eastern Ave.

Based on a 4-way stop that's working well at Water and ~~Grove St.~~ my simple suggestion is to have a 4-way STOP sign at each corner that has LED lights that flash (as seen in Peterborough) – this would be the resulting street scene.



South Lincoln St, heading NORTH *** tree branch obscures signage ***



Roxbury St, heading EAST (away from Central Sq.)



Roxbury St, heading WEST (toward Central Sq.)



North Lincoln Street, heading SOUTH



Signage on Roxbury St. may also need indicators that a 4-way stop (and/or Dangerous Intersection) is ahead. You are probably aware that many drivers will top 50 MPH coming downhill.



An additional concern is the safety of children at the school bus stop at this same intersection.

Thanks for looking over these suggestions. I, along with my Eastside Neighbors will be looking forward to informal conversations and a hearing with the entire council when your schedules and agenda allow time for this topic.

PS. I know that other types of remediation might require a traffic study and no one wants that.

Sincerely,

Erik Murphy

Petition to Keene City Council: Urgent Safety Improvements at S. Lincoln St. & Roxbury St.

18 Comments

S

Supporter 

I walk across Roxbury Street every morning, and I have to listen to be sure no vehicles are barreling down the hill on Roxbury before crossing. I saw the pickup truck that drove through the formerly beautiful hedge and into the yard of the house on the corner. That hedge could have been me! Please help make this dangerous intersection safer.!

J

Jacob Lamothe 

I live by this intersection and see accidents here all the time.

W

William J. Cunningham 

This is a clearly dangerous intersection that requires a FOUR WAY STOP. There is a school bus stop right across the street and I can't tell you how many times I've seen cars drive 30+ mph down Roxbury, ignoring the crosswalk while I try to cross with kids. Not to mention numerous near-accidents. Do something NOW before something worse happens.

G

Gary Adeyemi

 **Featured**

Almost got hit here last week driving home from work. This intersection is a total nightmare at night please fix it before someone actually gets killed.

A

Abby Mather 

Too many needless car crashes. There needs to be more and better signage to warn drivers unfamiliar with the intersection to stop and look.

K

Ken Kost 

Cars speed on many residential streets in Keene. This is one example. This intersection needs attention. Let's fix this one and then look at other unsafe streets and intersections.

H

Hannah Pickard 

This needs a 4 way stop, you have to inch out to see down Roxbury street and in that time cars come flying up and down. I've witnessed too many accidents and near accidents here, please help keep us safe.

A

Annelies Spykman 

I drive through this intersection up and down Roxbury St multiple times a day, and every single time I feel hypervigilant as I cross through, waiting for the car that does not stop coming through S Lincoln or N. Lincoln Sts. It has happened so many times that I have been coming through and a car rolls straight through into Roxbury St. I know pedestrians who have been hit crossing through that intersection. So many kids coming and going, and people fly through at such reckless speeds.

H

Heather Servant 

Years ago I petitioned the city to help us with the speeding on Eastern Ave. Best they could do was change the speed limit to 25mph and of course no one follows that

either.

This intersection is dangerous. It needs to be a 4 way stop and there needs to be more enforcement of speed limits on these secondary roads. Folks are using the Eastern Ave-South Lincoln-North Lincoln streets as a racetrack to avoid Main St and it's going to have tragic consequences.

S

Sharon Gallagher 

Too much speed on this road and Water Street which lead to accidents and near miss accidents. Previous "traffic calming" ideas have been ineffective.

J

Jnatjan Mattoon 

Needs to be a 4 way stop agreed!

S

Susan Weil-Hackett 

 **Featured**

No. Lincoln has turned into a racetrack, especially in the summer, and most especially for motorcycles. Those of us on No. Lincoln know how dangerous this corner is. Fences and overgrown hedges don't help. The biggest problem are drivers who blow through both intersections - Beaver and Roxbury. We need the city's help!

A

Ann Charbonneau 

 **Featured**

This is my new neighborhood, and I trust my neighbors experience with this intersection. I was walking my dogs yesterday and was waiting to cross North Lincoln to South Lincoln, and a grey pickup just flew up the Roxbury St hill right by me. I understand he didn't have a stop sign, however, I thought the person trying to cross at the crosswalk would be allowed to go first.

S

Supporter 

11/11/2020 12:00 PM ☆ Featured

I grew up on S Lincoln St and witnessed many accidents. It should be a 4 way stop

S

Steve Salamin 

☆ Featured

Too many accidents at this intersection. Visibility is the biggest issue. The fence at 294 Roxbury Street is also a huge factor in this. The fence is in disrepair, it is a danger to anybody touching it, plus it's totally blocking the view of Roxbury Street eastbound traffic. A few solutions are necessary. Advocating for a blinking RED North south and AMBER East West. Get rid of that fence. Let's not forget the single car accident by a Keene police cruiser a few years ago. He blew the stop sign

E

Ed Haas

We should not have to prove a need with accident data. Similar situation and need exists at Water St and Eastern Ave.

E

Erik Murphy 

I know that the Eastside Neighborhood joins me in support of this petition.

T

Timothy Conley

Much needed for improving safety.



SECURITY VERIFIED LIVE



DATA PROTECTED



Petition to Keene City Council: Urgent Safety Improvements at S. Lincoln St. & Roxbury St.



To: Keene City Council

We, the undersigned residents, homeowners, and frequent users of the S. Lincoln St. and Roxbury St. intersection, respectfully request urgent action to protect public safety and minimize traffic accidents at this location.

Why action is needed

- Within the last year there were multiple near-fatal collisions at this corner resulting in totaled vehicles and damage to private residences.
- Similar collisions and near misses have occurred repeatedly over decades, demonstrating a chronic safety problem that threatens pedestrians, cyclists, drivers, and nearby homes.
- The neighborhood is united in concern and requests immediate, effective counter measures to prevent further injury, death, and property damage.

Suggested actions (short-term and medium-term)

1. Improve sign visibility and add active warning devices
 - Install highly visible advance-warning signs (retroreflective, larger size) for both directions.
 - Add flashing beacons (solarpowered LED flashers) activated by approaching vehicles or continuous during high-risk hours.
2. Upgrade intersection lighting
 - Install brighter, full cutoff LED street lighting directed at the crossing to improve night visibility for drivers and pedestrians.
3. Add high-visibility crosswalks and pedestrian refuge
 - Repaint crosswalks using high-contrast materials (continental or ladder style) and add a raised pedestrian refuge island or curb extensions to shorten crossing distance.
4. Implement traffic-calming and speed-reduction measures

- Install speed feedback signs (radar speed displays) on approaches to the intersection.
- Consider physical calming such as raised crosswalks, textured pavement, or a raised intersection table where feasible.
- 5. Consider geometric or signal changes (medium-term)
 - Evaluate conversion to a signalized intersection or all-way stop if warranted by an engineering study.
 - If full signalization is not supported, consider a hybrid solution such as a pedestrian-activated crossing signal (HAWK beacon) or a Rectangular Rapid Flashing Beacon (RRFB).
- 6. Improve Enforcement and monitoring
 - Increase targeted enforcement (speed and stop compliance) for an initial period after improvements.
 - Install or deploy temporary traffic cameras or data collection equipment to monitor speeds, volumes, and crash reductions.

Examples of effective remediation from other communities

- Flashing Beacons and RRFBs: Communities that added RRFBs or pedestrian-activated flashing beacons at mid-block or uncontrolled crossings saw large reductions in pedestrian crashes and increased driver yielding rates. These devices are low-cost, solar-ready, and particularly effective where crosswalks are near high-speed approaches.
- Raised Crosswalks and Intersection Tables: Several municipalities reported significant speed reductions and fewer crashes after installing raised crosswalks or raised intersection tables, which provide both vertical deflection and improved pedestrian visibility.
- Speed Feedback Signs: Small cities and neighborhoods have documented consistent reductions in average approach speeds (often 5–10 mph decrease) after installing radar speed display signs.
- Full Signalization / HAWK Beacons: Converting high-crash intersections to signal control—or installing HAWK pedestrian beacons—has reduced vehicle-vehicle and vehicle-pedestrian crashes in comparable urban residential settings where traffic and pedestrian justify it. (Engineering studies and local DOT guidance usually accompany these choices to identify the best combination for a site-specific fix.)

Request for City Council action

- Approve an immediate engineering study and field safety assessment of S. Lincoln St. & Roxbury St. - funded and scheduled within the next 60 days. The study should include crash

history review, speed and volume counts, sight distance measurements, and community input.

- Approve low-cost, high-impact interim measures (improved signage, flashing beacons, radar speed signs, refreshed high visibility crosswalks, and enhanced lighting) to be installed within 120 days while longer-term solutions are evaluated.
- Commit to a public timeline and followup briefing to the neighborhood, including metrics that will be used to evaluate success (crash frequency/severity, speeds, driver yielding).

We believe these measures are practical, evidence-based, and achievable. The community asks the City Council to act promptly to prevent further harm and protect residents, pedestrians, and drivers.

Signatures are collected ONLINE at

<https://www.ipetitions.com/petition/petition-to-keene-city-council>

Or you can sign this document and mail to “Honorable Mayor and City Council att: City Clerk, 3 Washington Street, Keene NH 03431”

Name: Andrea Newcomb

Address: 85 West Suny Rd Keene, NH 03431

Signature: [Handwritten Signature]

Contact for follow-up (neighborhood representative)

Name: Erik Murphy, 287 Roxbury St. Keene NH 03431

[Redacted]

[Redacted]



Use QR code to access petition

history review, speed and volume counts, sight distance measurements, and community input.

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Or you can sign this document and mail to “Honorable Mayor and City Council att: City Clerk, 3 Washington Street, Keene NH 03431”

Name: KAREN Lyte

Address: 211 Chapman Rd

Signature: [Handwritten Signature]

Contact for follow-up (neighborhood representative)

Name: Erik Murphy, 287 Roxbury St. Keene NH 03431

[Redacted]

[Redacted]



Use QR code to access petition

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Or you can sign this document and mail to “Honorable Mayor and City Council att: City Clerk, 3 Washington Street, Keene NH 03431”

Name: *Dickie Norton*

Address: *215 Water St Keene*

Signature: *Dickie Norton*

Contact for follow-up (neighborhood representative)

Name: Erik Murphy, 287 Roxbury St. Keene NH 03431

████████████████████

████████████████



Use QR code to access petition

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Or you can sign this document and mail to "Honorable Mayor and City Council att: City Clerk, 3 Washington Street, Keene NH 03431"

Name: Robert C Haman

Address: 89 Valley Street, Keene NH 03431

Signature: Robert C Haman

Contact for follow-up (neighborhood representative)

Name: Erik Murphy, 287 Roxbury St. Keene NH 03431

[REDACTED]

[REDACTED]



Use QR code to access petition

history review, speed and volume counts, sight distance measurements, and community input.

- Approve low-cost, high-impact interim measures (improved signage, flashing beacons, radar speed signs, refreshed high visibility crosswalks, and enhanced lighting) to be installed within 120 days while longer-term solutions are evaluated.
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Or you can sign this document and mail to "Honorable Mayor and City Council att: City Clerk, 3 Washington Street, Keene NH 03431"

Name: Sandra S. Hamm Sandra S. Hamm

Address: 89 Valley St, Keene, NH 03431

Signature: Sandra S. Hamm

Contact for follow-up (neighborhood representative)

Name: Erik Murphy, 287 Roxbury St. Keene NH 03431

[REDACTED]

[REDACTED]



Use QR code to access petition

Remy Schneider
Project Engagement

Keene City Council,

Eversource Energy is seeking temporary access over the Class VI Road on Old Gilsum Road to conduct an Asset Condition Replacement Project (ACR) pursuant to city ordinance.

Through its aerial and ground surveys, Eversource Energy has identified 5 structures along the L-163 Transmission Corridor within Keene that require replacement. These structures, all currently wooden, will be replaced by weathered steel, the new standard for Eversource transmission assets. This asset condition project is slated to start in late August 2026 and Eversource is hoping to gain access to this portion of the transmission line through the Old Gilsum Road, Gate & Road located off of Timberlane Drive for a period up to one year to include all phases of our construction process, Civil, Construction, and Restoration. Construction is expected to last no longer than 6 months and will be split between Keene, Antrim, and Nelson.

Attached is our proposed access route and an additional stone wall agreement. As you can see from our mapsets Eversource will traverse Old Gilsum Road. Once within the ROW, the construction team proposes accessing structures 193 & 192 by utilizing the current road through the breach in the rock wall at structure 191. To do so, we will need to widen the existing breach. Rocks will be replaced in kind during the restoration phase and as laid out in our stone wall agreement, attached with this letter. Additionally, the remainder of the stone wall will remain in place during construction, and we will mat over these areas to prevent any degradation of other stone features.

Thanks,
Remy Schneider
Project Engagement

Remy T. Schneider

TEMPORARY ACCESS PERMIT

The City of Keene, New Hampshire, a Municipal Corporation, having a primary place of business at City Hall, located at 3 Washington Street, Keene, New Hampshire 03431 (“OWNER”), for the agreements set forth below and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, hereby permit and license Public Service Company of New Hampshire, a New Hampshire corporation doing business as Eversource Energy, having its primary office at 780 North Commercial Street in Manchester, New Hampshire 03101 (“EVERSOURCE”), the right, privilege and authority for EVERSOURCE, its agents, employees and contractors, to pass and repass with personnel, vehicles and equipment over and across a strip of land of varied width (the “Temporary Access Area”), in support of the EVERSOURCE L163 Line Structure Replacement Project (“Project”), as shown on an aerial image entitled “Exhibit A”. Said Temporary Access Area being a portion of Old Gilsum Road, a Class VI gated public roadway located northerly off Timberlane Drive in Keene, NH, subject to the following terms and conditions.

EVERSOURCE shall have the right to cut and remove trees, brush, rocks, and other obstructions within the Temporary Access Area and to fill depressions or roughly grade the surface of the Temporary Access Area, if necessary, for the purpose of exercising the rights herein. If the Temporary Access Area is disturbed or damaged due to the Project’s construction activity, EVERSOURCE agrees to restore said Temporary Access Area to a condition substantially the same as that which existed prior to said construction, at EVERSOURCE’s sole cost and expense, and no additional compensation to OWNER shall be required for disturbance or damage to the Temporary Access Area. Restoration shall include final grading and roadway repaving where necessary.

This Temporary Access Permit will begin on August 1, 2026, and shall terminate on May 1, 2027. It is understood by both parties that no electric transmission facilities shall be constructed within the Temporary Access Area.

CITY OF KEENE

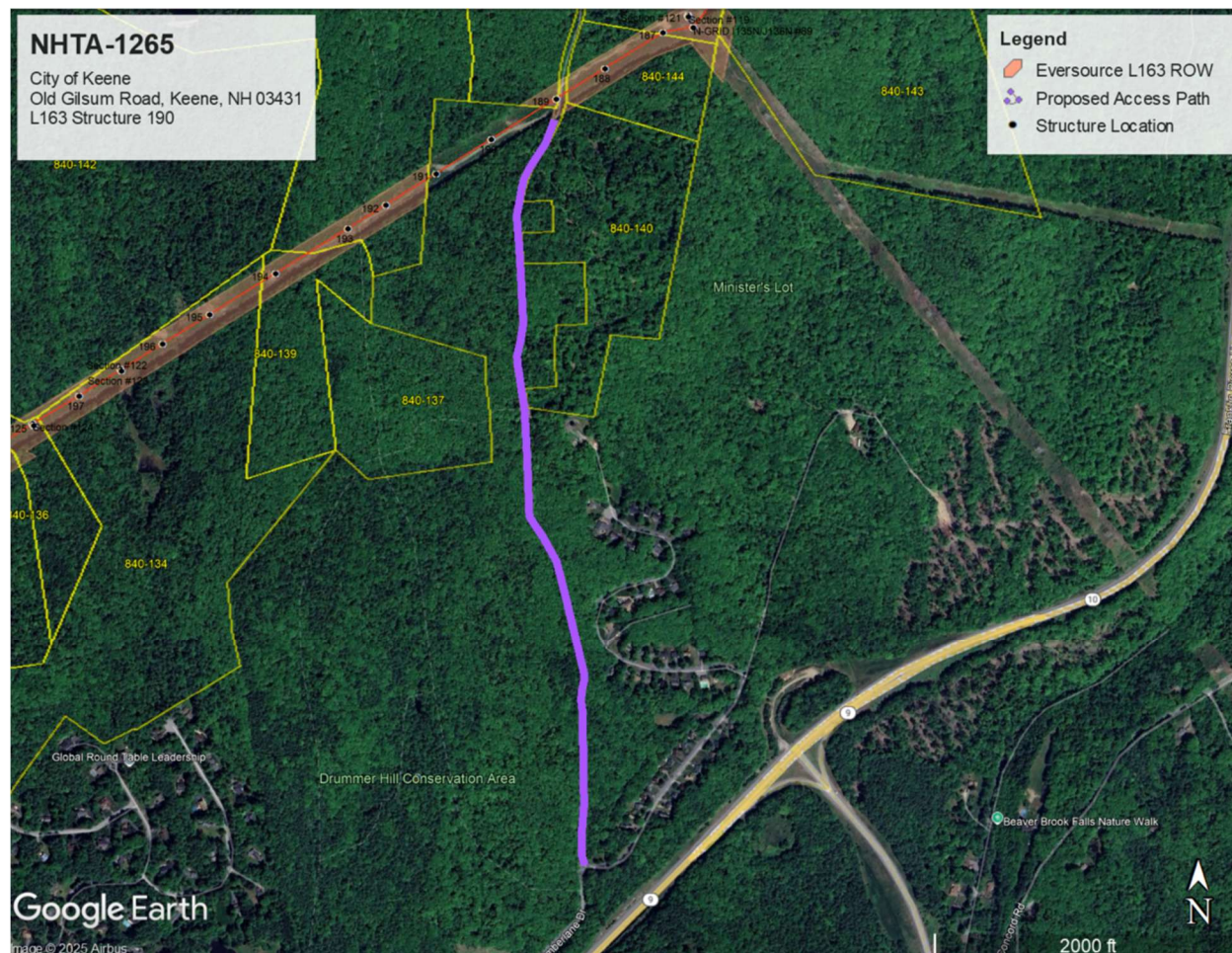
By: _____

(Witness)

Title (Duly Authorized):

Dated _____, 2026

Exhibit A



The Temporary Access Area, as referenced in this Temporary Access Permit, consists of a variable width strip of land, centered on an existing roadway, its approximate location is shown as a purple line in the above image, leading to and from Timberlane Drive and the EVERSOURCE Transmission Right-of-Way, over the land of OWNER.

STONE WALL AGREEMENT

STONE WALL AGREEMENT (this "Agreement") made this ____ day of _____, 20____, by and between **Public Service Company of New Hampshire, d/b/a Eversource Energy**, of 780 North Commercial Street, Manchester, New Hampshire 03101 ("Eversource"), and **The City of Keene**, of 3 Washington Street, Keene, NH 03431 ("Landowner").

WHEREAS, Landowner is the owner of certain property situated off Old Gilsum Road in the City of Keene, New Hampshire and identified by the City of Keene assessor as Map 218, Lot 7, (the "Property"), which is encumbered by a certain power line easement owned by Eversource recorded in the Cheshire County Registry of Deeds at Book 603, Page 20 (the "Eversource Easement");

WHEREAS, a stone wall is existing on the Property which is wholly or partially within the Eversource Easement, as shown on the attached image entitled "Stone Wall" which is attached hereto and made a part hereof as Appendix A; and,

WHEREAS, in order to conduct certain permissible actions and/or activities within the Eversource Easement, Eversource desires to alter the said stone wall in certain respects, and the Landowner is willing to permit such alteration, as set forth in and in accordance with the terms and conditions of this Agreement below.

NOW, THEREFORE, in consideration of the mutual promises made herein, Eversource and Landowner hereby agree as follows:

1. Landowner consents and agrees that Eversource has permission to temporarily alter the stone wall on the Property as follows: Eversource will temporarily breach the stone wall within the Eversource Easement during the duration of the Transmission Maintenance program. The breach will need to be wide enough to allow for the construction of a temporary work pad and to allow vehicle and equipment access through the breach.
2. In consideration of Landowner's consent and permission hereunder and upon completion of the project, Eversource shall, to the extent possible, rebuild the wall, in the original location and fashion that existed prior to the breach using the existing stones that were removed to create the breach.
3. The alteration of the stone wall shall be undertaken entirely by Eversource or its authorized contractors, at Eversource's sole cost and expense, in compliance by Eversource with all applicable laws, regulations and ordinances, and in accordance with safe and responsible construction and demolition practices.
4. Eversource shall be entirely responsible for, and shall indemnify Landowner against, any and all claims, demands, losses, costs or damages of any kind, including injury or property damage, arising out of or resulting from the work of alteration of the stone wall as set forth under this Agreement.
5. Landowner hereby agrees to and does hereby waive and release Eversource, and its authorized contractors, now or in the future, from and against any and all claims or demands for loss, cost, damage or expense of any kind by reason of the alteration of the stone wall as set forth under this Agreement, provided, however, that this provision shall not apply to any failure or refusal to perform the obligation to restore or replace the altered stone wall as set forth in section 2 above.
6. This Agreement and the terms thereof shall be binding upon and shall inure to the benefit of Eversource and the Landowner, and their respective heirs, administrators, executors, successors and assigns.

7. Nothing in this Agreement shall be deemed or construed to extinguish, relinquish, abridge or otherwise affect the rights of Eversource under the Eversource Easement.

8. Eversource and Landowner shall fully cooperate and coordinate with each other, in good faith, in exercising and carrying out their respective rights and obligations under this Agreement.

EXECUTED by the parties as of the date written above.

City of Keene

Public Service Company of New Hampshire

d/b/a Eversource Energy

By: _____

By: _____

Printed Name: _____

Title _____

James Blais, Supervisor

Transmission & Distribution Rights-of-Way

Appendix A



Appendix A depicts a white line which approximately indicates the area within which Eversource may temporarily alter a portion of the existing stone wall to allow vehicles and equipment to pass through the wall. Upon completion of the project work, the disturbed portion of the stone wall will be restored to a substantially similar quality and in the same location as it existed prior to alteration.

Conservation Commission Minutes Excerpt – June 15, 2026 meeting:

3. Planning Board Referral

- a. **PB-26-15 - Major Site Plan & Surface Water CUP - Eversource L163 Transmission Line - Applicant Normandeau Associates Inc., on behalf of owner Public Service Company of New Hampshire (d/b/a Eversource Energy), proposes to replace five existing utility structures along the L163 Transmission Line. The proposed work area begins at the southern entrance to the Old Gilsum Road trail along Timberlane Drive and will continue for ~1-mile to the north. A Surface Water Protection Conditional Use Permit is requested for ~3,487-sf of impact within the 75-ft surface water buffer to allow for the installation of timber matting and a temporary gravel access road.**

Bill McCloy was present representing Normandeau Associates Inc., who prepared and worked with Eversource on the Conditional Use Permit application and did the natural resources work and mapping within the project area. Mr. McCloy did not have anything new to add and welcomed questions. Chair Flaherty asked for a recap of the project. Mr. McCloy said this project is the proposed replacement of five utility structures on the L163 utility line located on Old Gilsum Road. These are wooden structures that have deteriorated over 40 or 50 years, and they have been inspected and determined that they need to be replaced. The proposed project would replace them in kind with steel structures. Eversource has done a few other projects over the last few years, and this is another version of the same thing. He said the project does cross one delineated wetland within the right-of-way. So, because it will cross through the wetland and through the 75-foot Surface Water Protection Overlay District buffer, they submitted the application. There are three types of proposed impacts within either the wetland or the buffer. He explained the Old Gilsum Road is a Class VI Road that crosses through the utility right-of-way (ROW) and the wetland currently. He explained that the project is largely proposing to use Old Gilsum Road as it is because there are existing roads within the transmission line ROW that were also proposed to be used and some of those are within the buffer, where the wetland is to be crossed. The applicant proposed to use timber matting for the construction equipment in the wet areas. Due to the configuration of the existing trails and access roads that are out there,

Eversource is proposing to construct a temporary stretch of access road within the buffer for use during construction. The area would then be restored following construction, seeded, stabilized, and allowed to return to certain existing conditions, which is the mowed utility right of way.

Chair Flaherty asked how much disturbance there would be in the wetland buffer. Mr. McCloy said the proposed disturbance to the buffer is approximately 1,930 square feet. The Chair asked if that would be repaired after construction and Mr. McCloy said yes. Chair Flaherty asked if they would be using any particular seed mixes if there is bare ground. Mr. McCloy said the contractors plan to use an upland restoration mix that they use on just about all their projects because this is an upland buffer, so they would not just use a wetland mix there.

Mr. Haynes asked about where the timber mats would be placed and protrude into the wetland. Mr. McCloy showed where they would be used on the map. They would extend from the roadway into the wetland but not to where it is pooled; existing vernal pools would be avoided. Mr. Haynes asked about the proposed roadway that would be used and Mr. McCloy said the issue is that Eversource could not maneuver their equipment on the existing road because it is too sharp of a corner, so they need another road. When putting the timber mats on Old Gilsum Road, Mr. Haynes asked if they would be graded so bikers and walkers can get over them comfortably. Mr. McCloy said that in the upland areas outside the wetland they usually add a little stone transition, so it is somewhat smooth enough to drive over and up onto them. Chair Flaherty called it like an "apron." Mr. Bill asked if Old Gilsum Road would remain open to the public during the project for recreation and Mr. McCloy said yes, there would be close coordination with the Recreation Department regarding all the trails in the area. Jeremy Fennell of Eversource Energy said the only situation in which the public would have to be delayed, per se, is when the slower moving construction equipment is taken up Old Gilsum Road but that would only happen a couple of times. Mr. Bill said he was up on Old Gilsum Road not long ago and noticed geofabric under parts of it from where parts of the road were washed away. He asked if that would be disturbed by the construction equipment. Mr. McCloy said their job is to use the road as is and not to improve it; the Public Works Department does not want it improved.

Deputy City Manager, Andy Bohannon, recalled the petitioner being good partners with the City on a recent project. Mr. Bohannon said the City does not want the road improved to the level that vehicles would use (i.e., just nearly able) but he said the significant size of the equipment would create some rutting. So, some years ago, rip rap was placed along Old Gilsum Road to prevent a lot of the erosion. He thought that may need a bit of restoration after this to help with erosion. He cited significant issues with another site at Goose Pond from a logging company. He called what happened with Eversource the last time a good compromise to stabilize the road in the future. He thought it had held up well for the five or six years since, to Mr. Bill's point, and did not think it was at a significant cost. Mr. Bill said it may not fare well with heavy equipment over it and that stream goes into Goose Pond, so he cited concern for any impact.

Continuing past the power line, Mr. Bill thought there was a cellar hole. Mr. Haynes thought he was thinking of a different spot. Mr. Bill asked the petitioner to talk about the disturbance to the stone wall. Mr. McCloy replied that there may not be. The stone wall is called out on the plans located near one of the structures that is to be replaced, and the City Engineer commented that if it needs to be moved for construction, it would have to be surveyed and put back under the direction of a licensed surveyor. Mr. McCloy said it may not need to be removed. He said the other option would be for Eversource to protect the wall with timber mats. Mr. Fennell added that he thinks the wall is a property boundary, so there was no intent to dismantle it at this time.

Councilor Chalice was unclear whether the process Mr. Bohannon described (i.e., rip rap for erosion mitigation) was being proposed or if the Commission could propose it. Mr. McCloy said the same thing was mentioned during his pre-application meeting with the Public Works Department. Councilor Chalice asked if it was in the plan. Mr. McCloy said not specifically. Councilor Chalice asked for it to be called out specifically and Mr. McCloy said he

could consider something. Mr. Fennell said this was a matter of not proposing additional material but ensuring with documentation that nothing is in worse condition after construction. Councilor Chalice recalled the particular materials and sequences Mr. Bohannon mentioned. Mr. Bohannon said prior to the last Eversource project, there was pretty much bare road, so going up with the heavy machinery was going to totally rut it. Thus, graded in after was 3/4-inch to 2-inch stone to prevent the rutting and he said it held up really well; it was sturdy. Chair Flaherty said the stone is usually lined with geomat. Mr. McCloy was on site the date of this meeting and said it looked pretty good: there were some water bars and standard practice is to ensure they are in place during and after construction. Councilor Chalice wanted to ensure it was all written into the plans. Mr. McCloy said it could absolutely be written into the plans and Conditional Use Permit (CUP). He would be sure to call the contractor's attention to this condition before construction.

Mr. Haynes pointed to a location on the map just into the woods and asked whether the petitioner saw some early steep ruts. Mr. McCloy said he did not. Mr. Haynes said he brought it up because approximately one month prior there were Eversource subcontractors working and painting the bottoms of poles further in on the power lines, and they left pretty deep ruts because it was wet. He was unsure whether that was something that could be tied into the pre-conditions: if bringing gravel for the timber mat aprons, could these ruts be adjusted to make it safer for the machines? Mr. McCloy confirmed on Old Gilsum Road just before the ROW where it is softer.

Mr. Bergman referred to wetland 100 and photos 4 and 5, one of which showed spillover running between the two parts of the wetland across Old Gilsum Road and the other shows what purports to be a potential vernal pool. He asked if it was not a confirmed vernal pool. Mr. McCloy said they performed the delineation in the fall and did not revisit in the spring, so they decided to treat it essentially as a vernal pool. It had been avoided and they were coordinating with New Hampshire Fish and Game, who say that any areas within 50 feet of the vernal pool must be restored to pre-construction conditions. In this case, a lot of that overlaps with the City buffer. Mr. Bergman noted the Commission is curious about the state of documentation or verification of vernal pools in the area. Mr. McCloy expected by looking at it that it probably does have flow through it, but Mr. Bergman said not deeply connected to streams or anything like that. Mr. McCloy agreed. Discussion ensued about the vernal pool location on the map.

Mr. Bill asked about the foundation for the new towers. Mr. McCloy explained that each structure is made up of two poles and there is a crossbar at the top (i.e., an "H"). The location of each vertical pole is drilled with a drill rig, they put a culvert in the hole, they place in the steel pole structure to the correct depth, pack around the structure with stone, and cap it with some finer material. Mr. Bill was trying to get a sense of the degree of disturbance involved. Mr. McCloy said it is fairly minimal. Mr. Fennell said the excavation is only approximately five feet in diameter and an auger is used to drill the holes. Mr. McCloy showed the black squares on the plans around the structures, where there will need to be some leveling to set up the bucket truck, drilling rig, and cranes. Once the project is finished, they restore all of that but leave a 30-foot by 60-foot pad for future access.

Mr. Bergman referred to photo 8, which is a different location than the wetland, and shows two parallel sets of lines. He asked if those were Eversource lines. Mr. Fennell imagined they were distribution lines (i.e., lower voltage) that come off the others at some point. Mr. Bergman asked

if this is the line that crosses Court Street from near the Ashuelot River that the Commission reviewed a few years prior. Mr. Fennell thought it was that one, or a part of the A152 line. Mr. Bohannon said this line starts at the new substation in Wheelock Park and goes out to the Ashuelot River, up Court Street, and to Goose Pond. Mr. Bergman said it is the one he was thinking of. Mr. Bohannon agreed they did significant work on that line a few years prior.

Mr. Bill asked when the work season would be. Mr. McCloy said the State of New Hampshire requested that the work occur between the middle of October and middle of April. Eversource would keep the City informed of when work is occurring.

Mr. Bill asked about invasive species. Mr. McCloy said there do not seem to be many in the area today. Generally, the best management practices are that the contractors inspect and sweep all their matting and equipment before they move around, especially if they've been working in areas with invasives. Mr. Bill asked if they would be bringing much material on site for this project and if it would be inspected. Mr. McCloy said there would be some crushed stone at pretty low risk of having seeds in it and they try to use clean stone and matting, equipment structures, etc.

A motion by Mr. Therriault for the Conservation Commission to support Planning Board Referral PB-26-15 was duly seconded by Vice Chair Richter, with the following conditions:

1. To restore the road to pre-construction conditions and to document the current condition of the road prior to the start of construction.
2. To use a pollinator friendly upland seed mix.
3. Invasive species management.

The motion carried unanimously.



CITY OF KEENE NEW HAMPSHIRE

ITEM #A.4.

Meeting Date: July 22, 2026
To: Municipal Services, Facilities and Infrastructure Committee
From: Donald Lussier, Public Works Director
Through: Elizabeth Ferland, City Manager
Subject: **Proposed Rumble Strips on Route 12 and Route 9 - Public Works Director**

Recommendation:

Move that the Municipal Services, Facilities & Infrastructure Committee recommend the report from the New Hampshire Department of Transportation be accepted as informational.

Attachments:

1. Fitzwilliam-Newport 28956 Keene Selectboard

Background:

The NHDOT is preparing to install rumble strips on NH Route 12 and a portion of NH Route 9. The project is proposing to install Sinusoidal Rumble (Mumble) strips, which are a quieter version of the conventional rectangular rumble strips typically found around the state, as a systemic improvement to reduce lane departure crashes. They offer the following safety benefits:

- **44% - 64% reduction in Head-On Crashes**
- **13% - 51% reduction of Roadway Departure**
- Very low cost (full Federal Funding)
- Very short construction period – minimal traffic impacts
- Approximately half as loud as traditional rumble strips

NHDOT Staff will provide an overview of the project to the Committee and answer any questions that the community may have. They are requesting input from City officials and residents. Feedback that will be helpful as they finalize their project plans include:

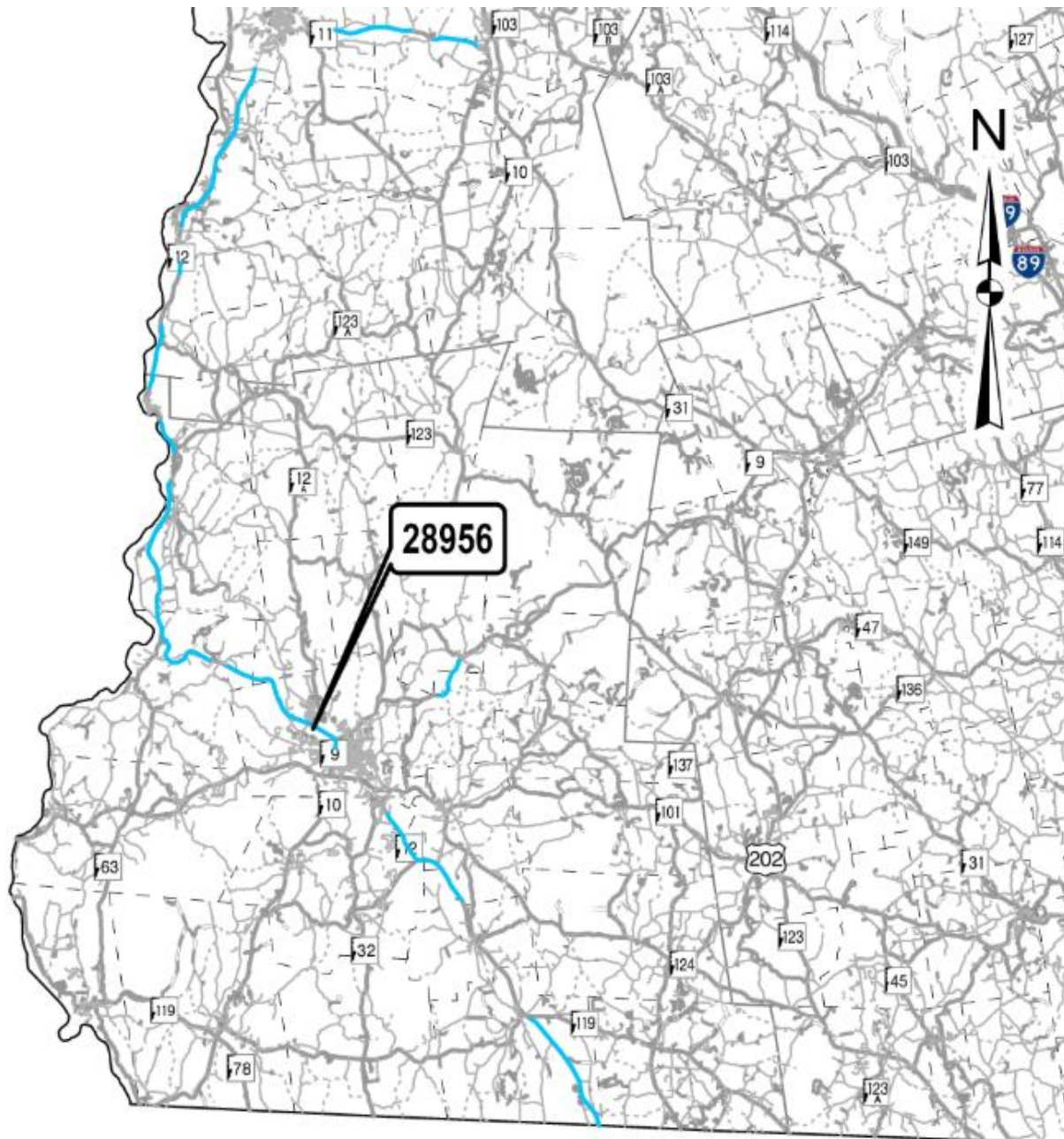
- Concern and justification for not installing rumbles in areas they are currently proposed
- Areas without a planned break in the rumble strips, but that have a high turning volume
- Other local concerns

Fitzwilliam – Newport 28956

Keene Selectboard –
July 22, 2026

Rumble Strip Installation
along NH 9, NH 11 and
NH 12

Project Location



Agenda

Project Purpose & Crash Information

Safety Countermeasure: Rumble Strips/Rumble Stripes

Specific Project Locations

Next Steps

Public Input

Project Purpose:

Address Lane Departures

Centerline Cross-over

Potential Head-On Crash

Potential Roadway Departure

Potential Overturning of Vehicle

Potential Impact with Fixed Object

Edge Line Cross-over

Potential Roadway Departure

Potential Overturning of Vehicle

Potential Impact with Fixed Object

NH Route 9, 11 and 12 Crashes

July 2017- December 2024

Towns	Other Crashes	Run-off-the-Road Crashes	Total Crashes	Percent Run-off-the-Road Crashes
CHARLESTOWN	39	27	66	41%
CLAREMONT	5	5	10	50%
FITZWILLIAM	23	30	53	57%
KEENE	42	16	58	28%
MARLBOROUGH	5	4	9	44%
NEWPORT	49	14	63	22%
ROXBURY	10	3	13	23%
SULLIVAN	5	5	10	50%
SURRY	5	1	6	17%
SWANZEY	64	16	80	20%
TROY	2	2	4	50%
WALPOLE	39	13	52	25%
WESTMORELAND	25	20	45	44%
TOTAL	313	156	469	33%

NH Route 9, 11 and 12 Crashes - Injuries

July 2017- December 2024

Towns	Other Crashes	Run-off-the-Road Crashes	Grand Total	Percent Run-off-the-Road Crashes
CHARLESTOWN	16	7	23	30%
CLAREMONT	2	0	2	0%
FITZWILLIAM	9	8	17	47%
KEENE	9	5	14	36%
MARLBOROUGH	0	2	2	100%
NEWPORT	12	2	14	14%
ROXBURY	3	0	3	0%
SULLIVAN	2	0	2	0%
SURRY	1	0	1	0%
SWANZEY	6	5	11	45%
TROY	19	0	19	0%
WALPOLE	14	6	20	30%
WESTMORELAND	93	35	128	27%
TOTAL	16	7	23	30%

Roadway Departure Statistics

2024 Fatality Statistics	Nationwide	New Hampshire
# of Fatalities Annually in U.S.	36,300	120
% Fatal Crashes Due to Lane Departures	46%	60%
# Fatal Crashes Due to Lane Departures	16,700	72

Fatal Crash Locations are **Random**.

Fatal Crash Types are **Predictable**.

NH Route 9, 11, 12 Lane Departure Fatal Crash History

Year	Fatal
2013	1
2014	0
2015	1
2016	2
2017	0
2018	1
2019	0
2020	2
2021	0
2022	4
Total	21

What are Rumble Strips?



Why Rumble Strips?

Proven to Reduce Fatal and Injury Crashes

44%-64% Reduction in Head-On Crashes

13%-51% Reduction in Single-Vehicle Roadway Departure

Low-Cost Safety Countermeasure

Short Construction Exposure

<https://www.cmfclearinghouse.org/index.php>

<https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads>

Rumble Strip Requirements



General

40 MPH Posted Speed Limit Minimum
Pavement in Good Condition

Centerline

Minimum 28' Roadway Width

Shoulder

Minimum 6' Shoulder Width

Rectangular Corrugated Rumble Strips

Rumble Strip Patterns

Rectangular Corrugated Rumble Strip

A rumble strip pattern which consists of milled rectangular shaped corrugations or grooves of a certain shape, dimension and frequency in the pavement.

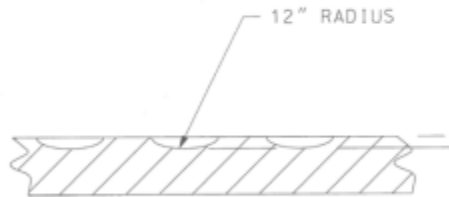
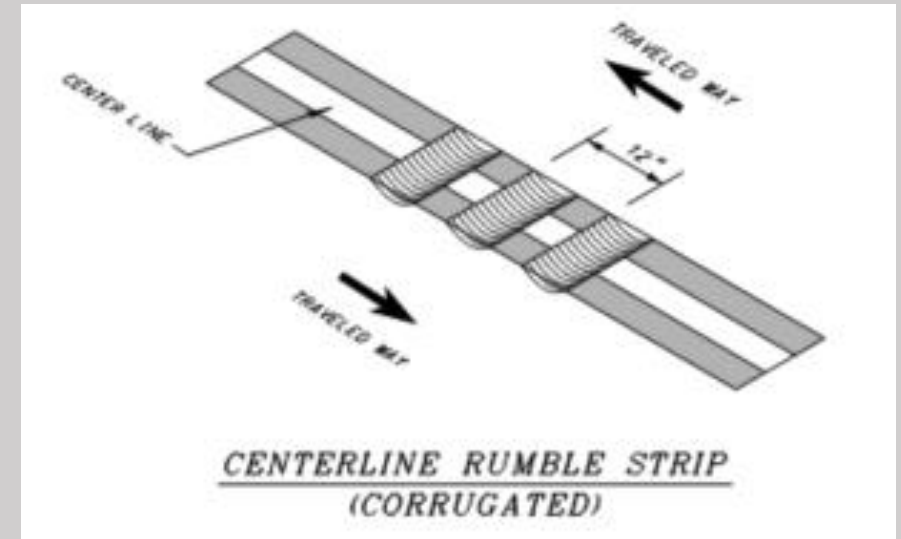


Figure 1. Rectangular Corrugated Rumble Strip – Longitudinal Section



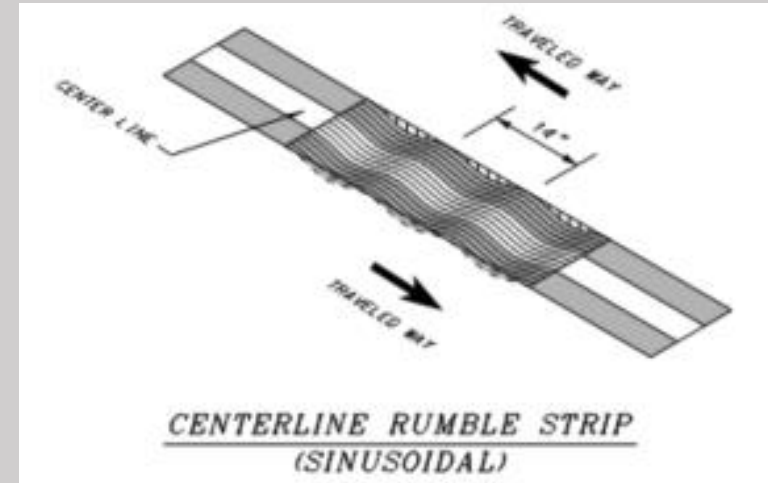
Sinusoidal “Mumble” Rumble Strips

Sinusoidal Rumble Strip

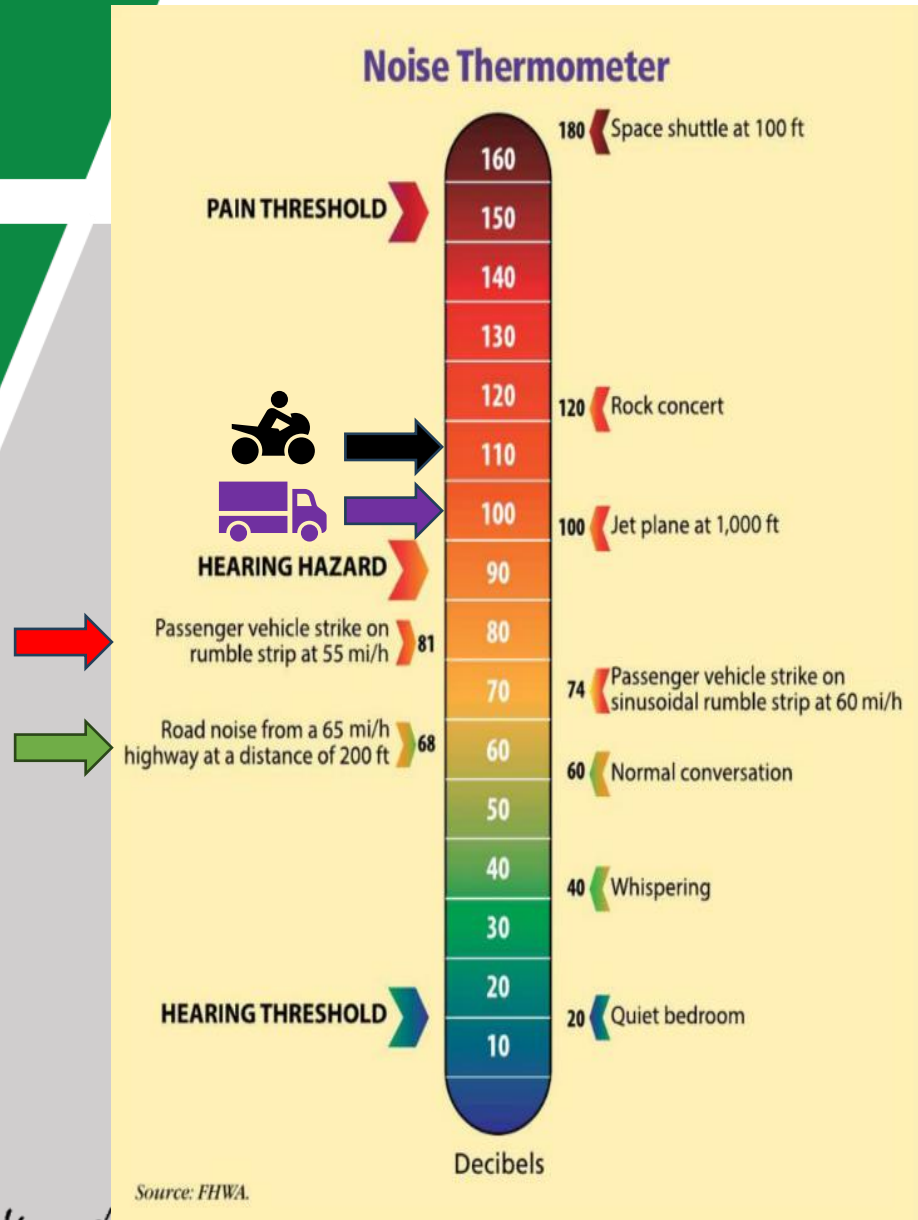
A rumble strip pattern which consists of a continuously-milled sine wave developed to produce less exterior noise than the rectangular corrugated rumble strip.



Figure 2. Sinusoidal Rumble Strip - Longitudinal Section



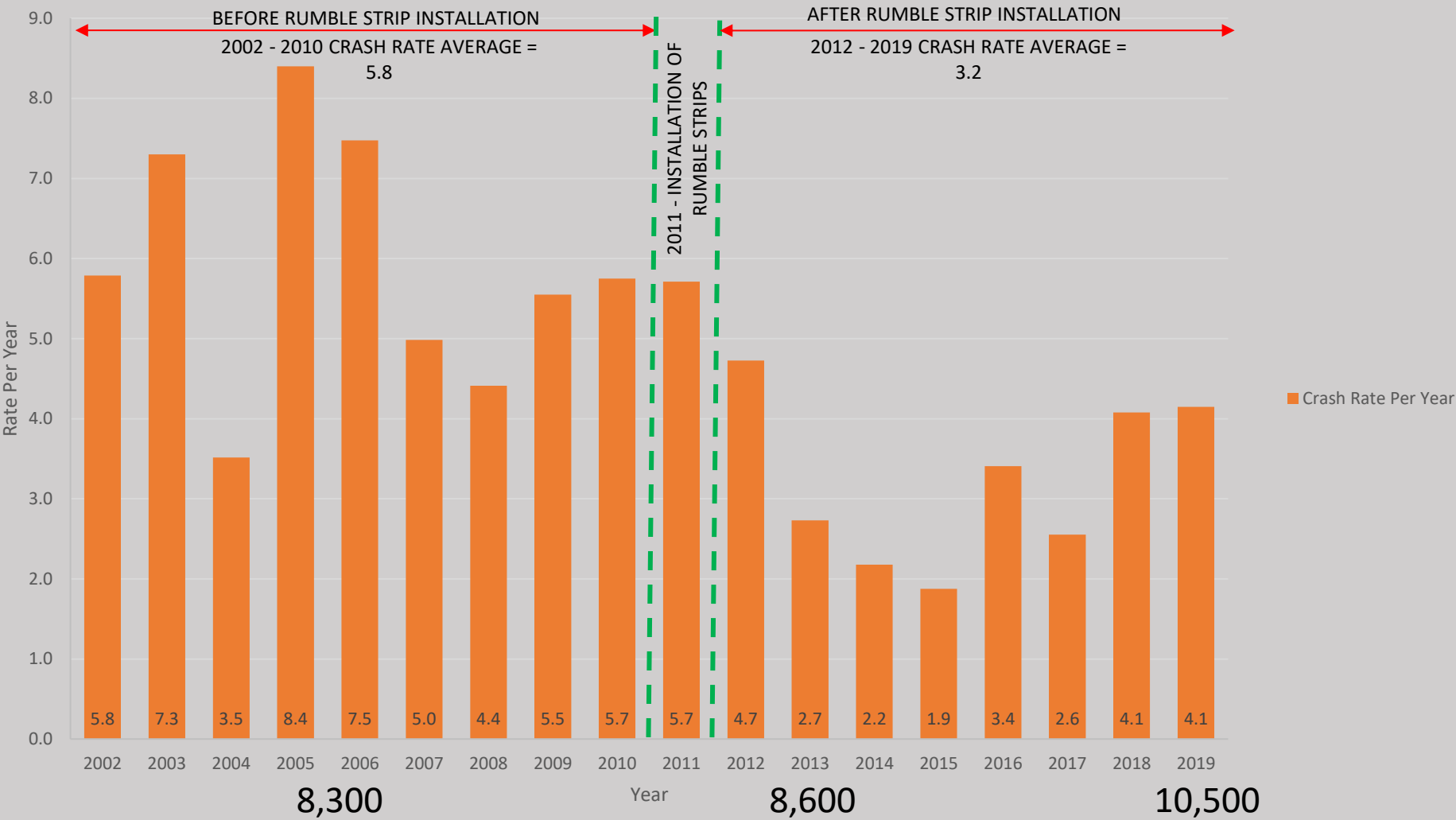
Decibel Level Comparison



- A change of 1-3 dBA is barely noticeable
- A change of 5 dBA is readily noticeable
- A change of 10 dBA is essentially doubling/halving of perceived sound
- Jake Brake: Up to 105 dBA
- Motorcycle: Up to 116 dBA

Effectiveness in NH

CRASH RATE BEFORE AND AFTER RUMBLE STRIP INSTALLATION ON AN 11-MILE SEGMENT OF NH 16 IN WAKEFIELD, NH



City of Keene

Rumble Strip Installation Locations



Next Steps

- Project Advertisement: August 18, 2026
- Construction this Spring 2027
- Completion Date: Fall 2027
- Future on-going study: Observe lane departure crash rates post-implementation

Contact Information & Project Website

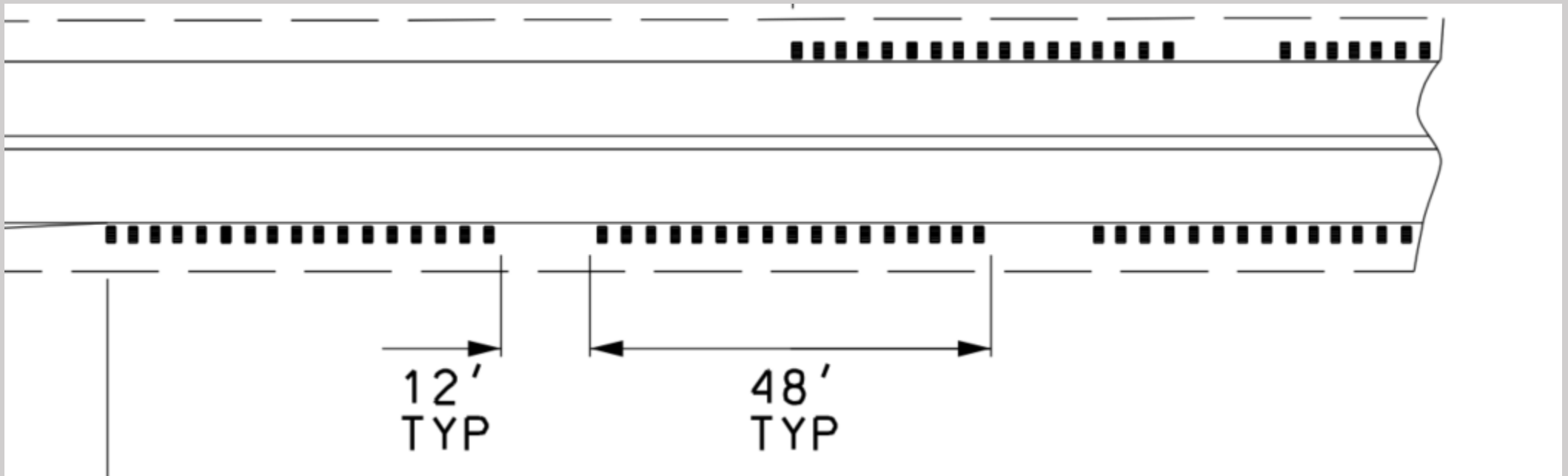
Project Manager

Corey Spetelunas, P.E.

Corey.R.Spetelunas@dot.nh.gov

(603) 271-6504

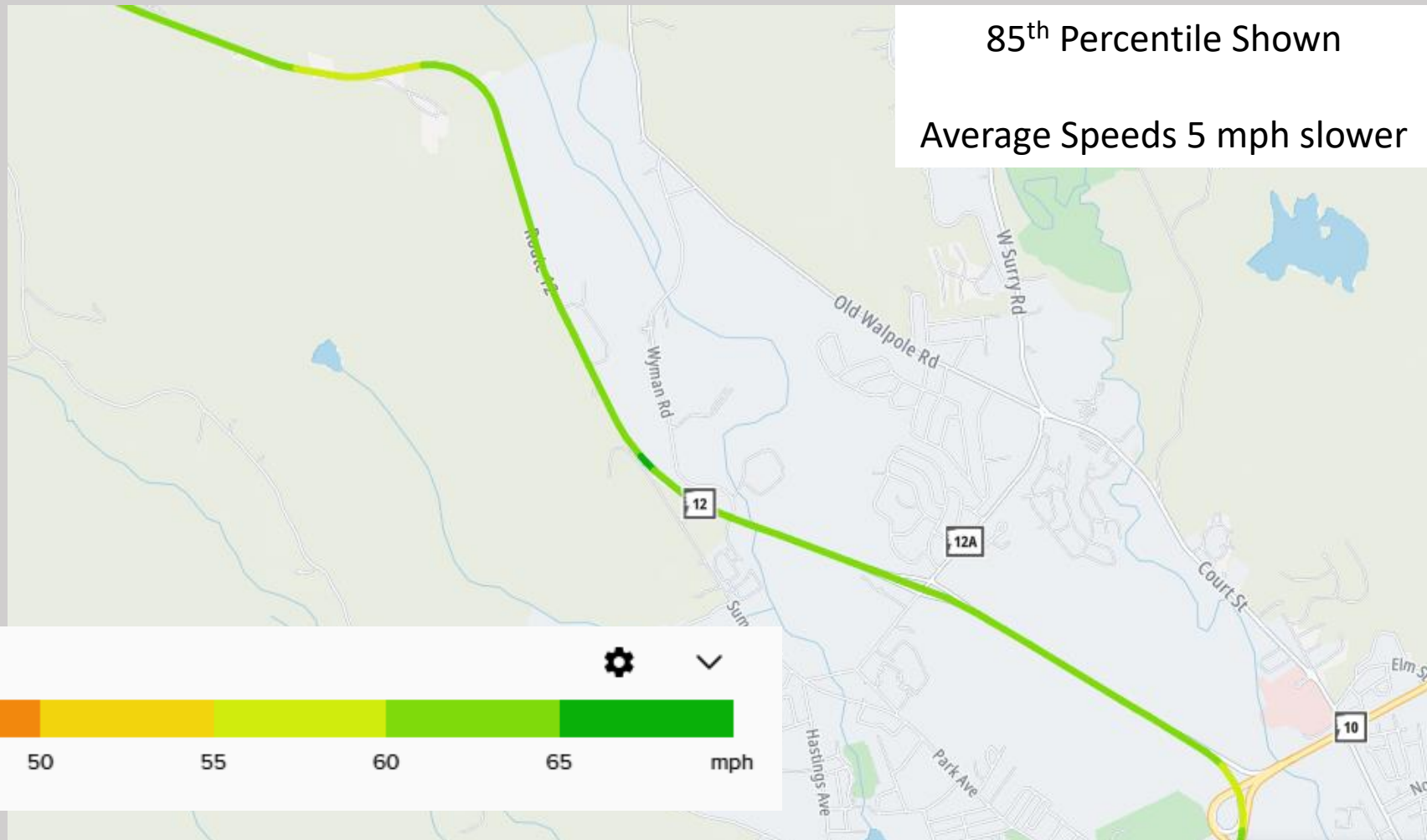
Bicycle Accommodations



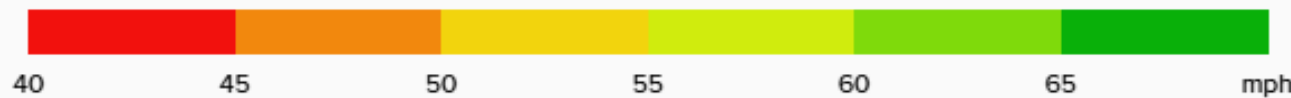
Keene Speeds Along NH Route 12

85th Percentile Shown

Average Speeds 5 mph slower



Color scale - Percentile



Crash Costs by Severity

Severity	Comprehensive Cost by Severity	Crashes
Fatal	\$16,374,479	476
Suspected Serious Injury	\$882,400	3,469
Suspected Minor Injury	\$271,473	24,050
Possible Injury	\$149,665	9,834
Property Damage Only	\$9,242.76	169,844

NH Crash Data from 2017 - 2024

Rumble Strip Installation History

- NHDOT stopped NEW installation of rumble strips in 2016
 - Primarily due to noise complaints with conventional rectangular rumbles
- Re-Installation of rumble strips have occurred on projects that already had rumble strips
 - Resurfacing projects
- Removal of rumble strips
 - Installed incorrectly (Not per NHDOT Rumble Strip Guidelines)
- New NHDOT policy for rumble strip installation
 - All installations are marked by trained personnel before installation and reviewed within a short period of time after installation.



CITY OF KEENE NEW HAMPSHIRE

ITEM #A.5.

Meeting Date: July 22, 2026

To: Municipal Services, Facilities and Infrastructure Committee

From: Donald Lussier, Public Works Director

Through: Elizabeth Ferland, City Manager

Subject: **Roadway Safety Audit - Intersection of Route 9 and Whitcomb's Mill Road -
Public Works Director**

Recommendation:

Move that the Municipal Services, Facilities and Infrastructure Committee recommend that the New Hampshire Department of Transportation's report on a Roadway Safety Audit for the intersection of Route 9 and Whitcomb's Mill Road be accepted as informational.

Attachments:

1. 45029 Keene RSA Presentation

Background:

In 2023, the Southwest Regional Planning Commission, in conjunction with the City of Keene, submitted an application to the New Hampshire Department of Transportation (NHDOT) for a Roadway Safety Audit of the intersection of Route 9 with Whitcomb's Mill Road.

The application was accepted, and a site visit was conducted on April 1, 2025. The NHDOT has completed the audit and will present their findings and recommendations.

Keene 45029

Road Safety Audit NH 9 at Whitcomb's Mill Road

July 20, 2026



New Hampshire Department of Transportation



OUR MISSION

*Serving and connecting New Hampshire
through transportation*

OUR VISION

*A safe, reliable, connected, and multimodal
transportation system, effectively managed by
a dedicated and skilled workforce*





OUR MISSION

Serving and connecting New Hampshire through transportation



OUR VISION

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OUR VALUES

We are
LEADERS



who achieve results by applying knowledge, acting with integrity and demonstrating excellence and accountability.

We are
COLLABORATIVE



with our team members, partners, and customers in bringing responsible transportation solutions to and enhancing the quality of life in New Hampshire.

We are
ADAPTABLE



As a public workforce, anticipating and responding to evolving customer needs.

We are
CREDIBLE



—trusted by our communities and partners to maintain and enhance our transportation system with safety as our first priority.



OUR MISSION

Serving and connecting New Hampshire through transportation



OUR VISION

A safe, reliable, connected, and multimodal transportation system, effectively managed by a dedicated and skilled workforce



CORE PRIORITIES

SAFETY



Strive to eliminate fatalities and serious injuries on public roads and in our workplaces through innovation, investment, education, and partnerships.

WORKFORCE DEVELOPMENT



Empower, develop, and sustain a mission-oriented workforce that is proud to build and sustain careers at NHDOT.

SYSTEM MANAGEMENT



Leverage data, strategic insight, and tactical thinking to manage assets and transportation systems, building resilience in all circumstances.

MOBILITY INNOVATION



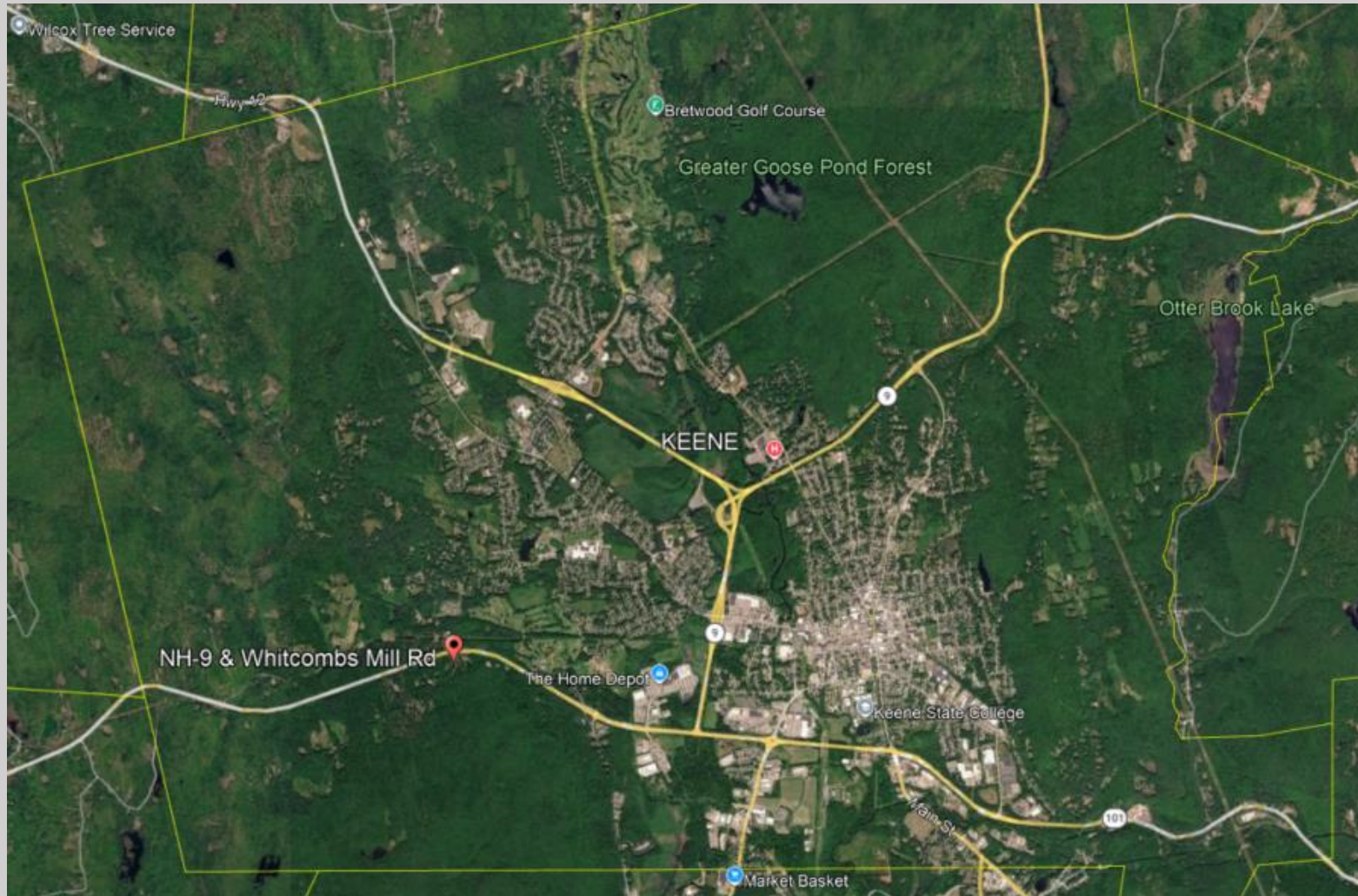
Support and encourage advanced technologies, operational enhancements, diverse transportation options, and provide information to support a connected multimodal system.

CUSTOMER SERVICE



Build trust and credibility by delivering clear, consistent, and accurate information, ensuring timely and well-informed responses.

Road Safety Audit Location



Study Intersection



Existing Conditions

NH 9 (Franklin Pierce Hwy)

- AADT: 14,000 (2025)
- Avg: 56 mph
- 85th: 61 mph
- 12' travel lanes
- 10' shoulders



(Looking east)

Existing Conditions

Whitcomb's Mill Road



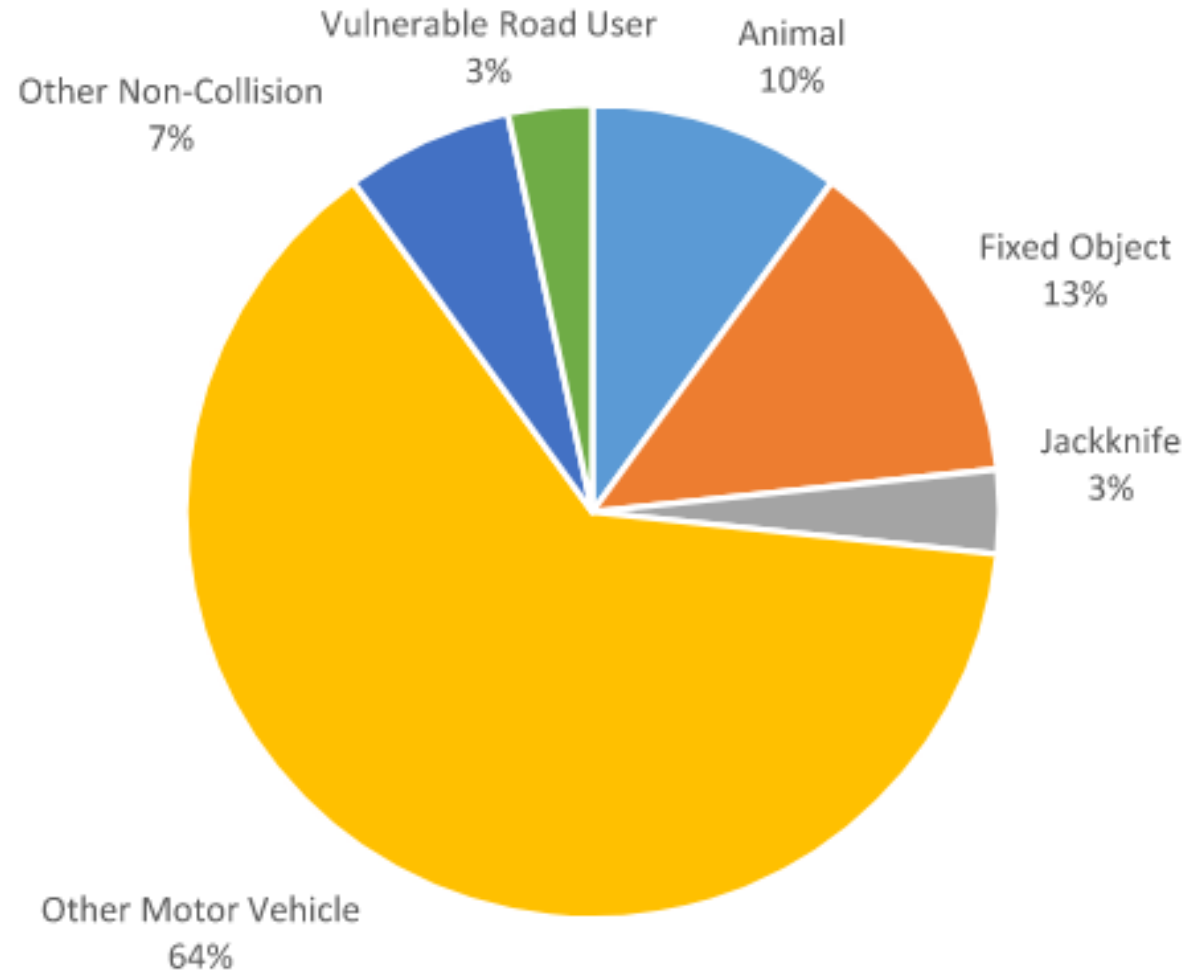
(Looking north)

- AADT: 1,050 (2025)
- 24-28 feet wide
- Significant uphill on southern approach
- Stop-controlled
- Stop bars present
 - No other pavement markings
- Town Owned

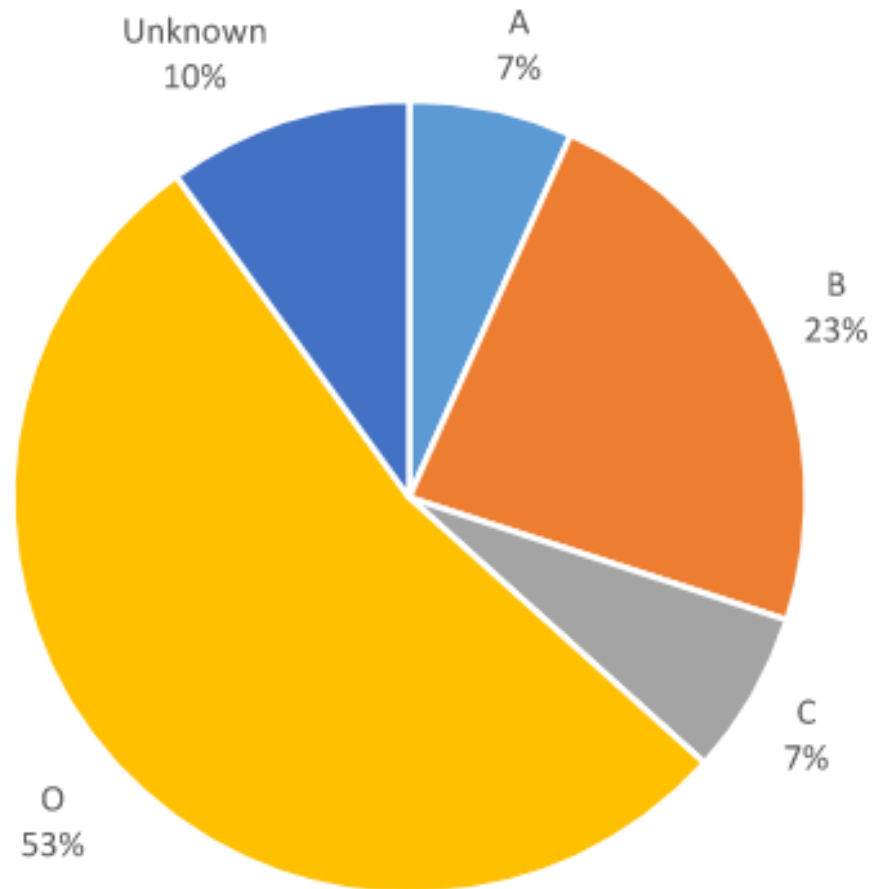
RSA Background

- Submitted 2023
- RSA conducted April 1, 2025
- Analyzed Crash Information 2012-2022
 - 30 crashes
- Final Report: July 2026

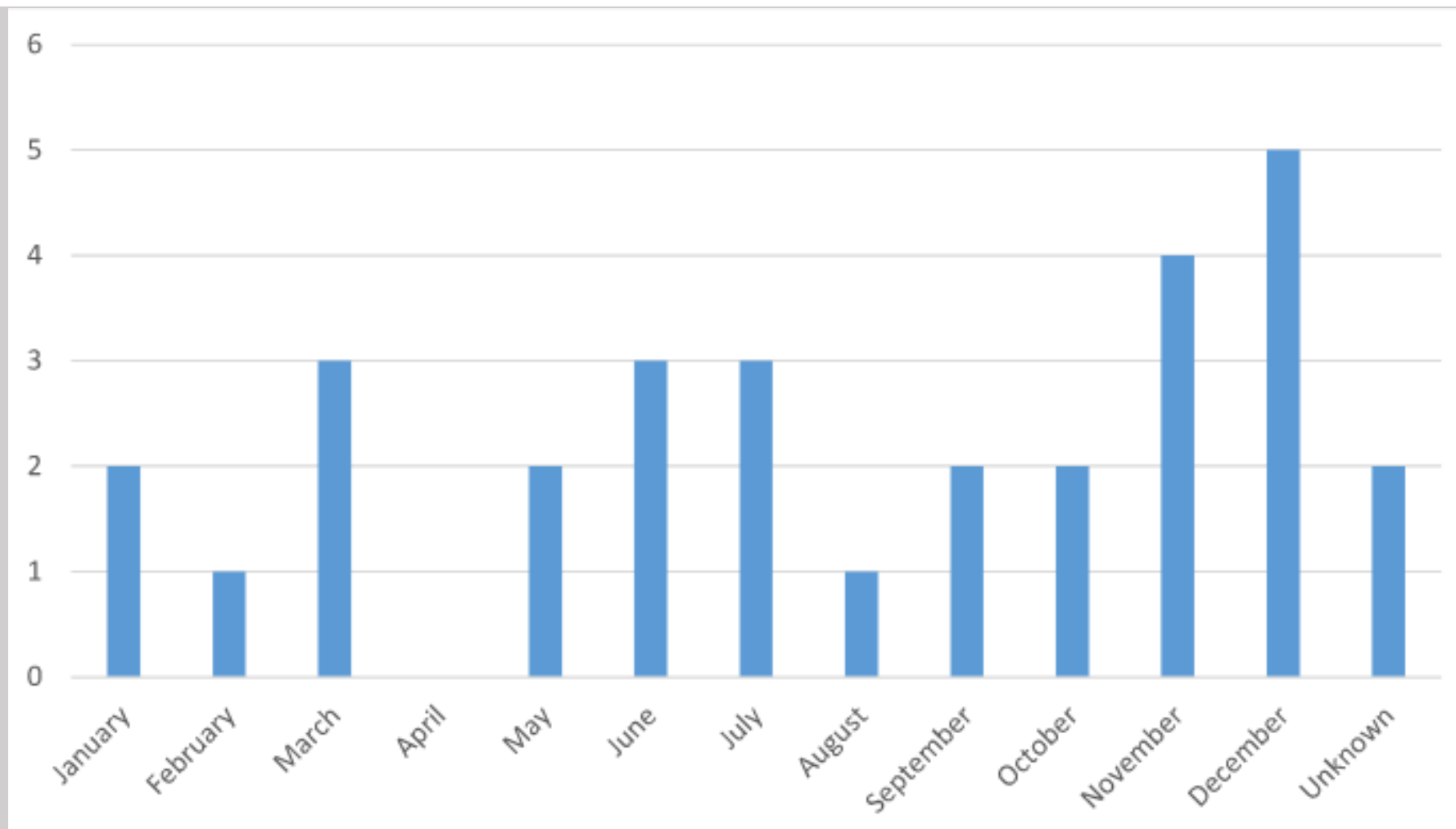
Crash Analysis – Crash Type



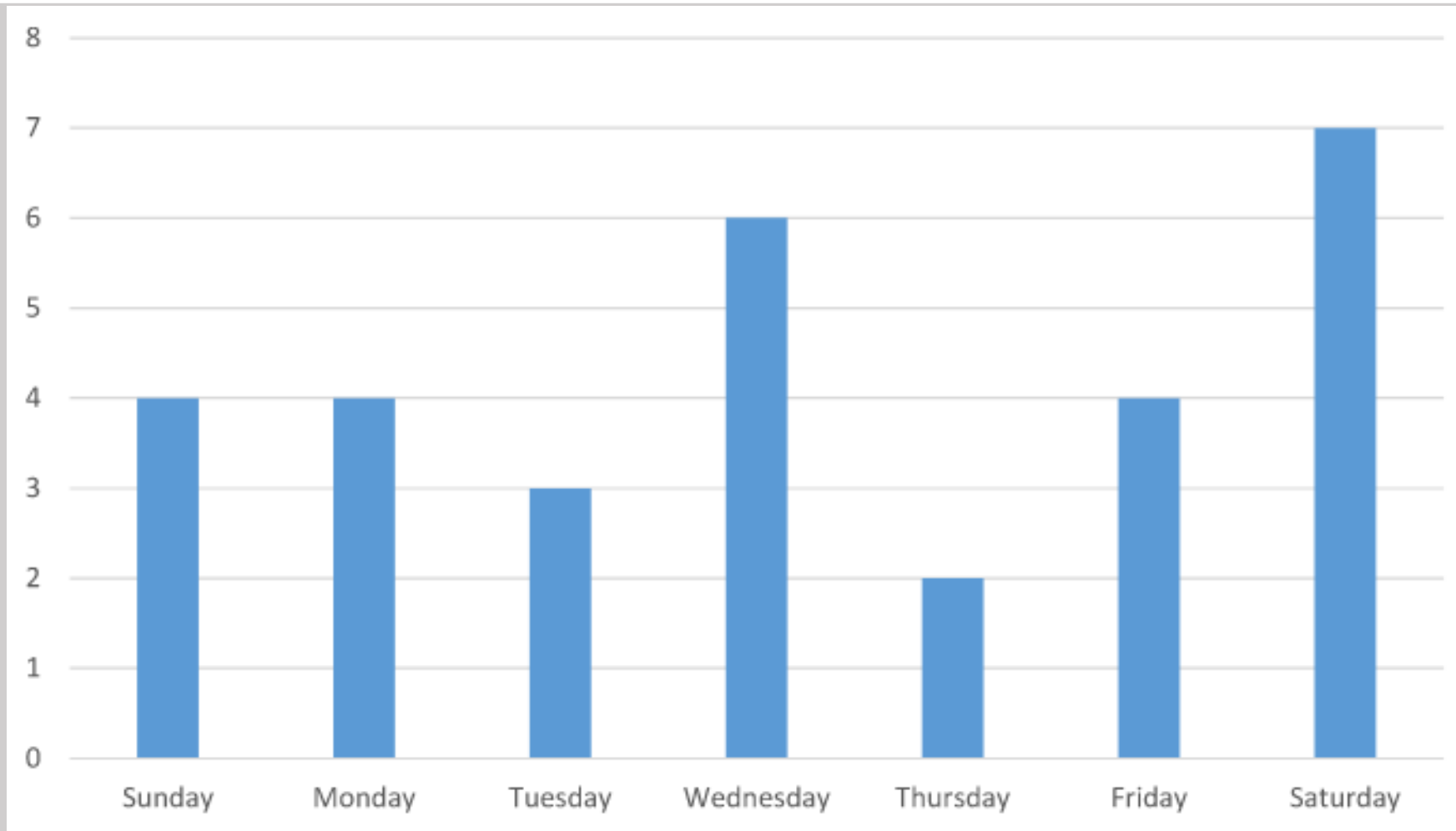
Crash Analysis – By Severity



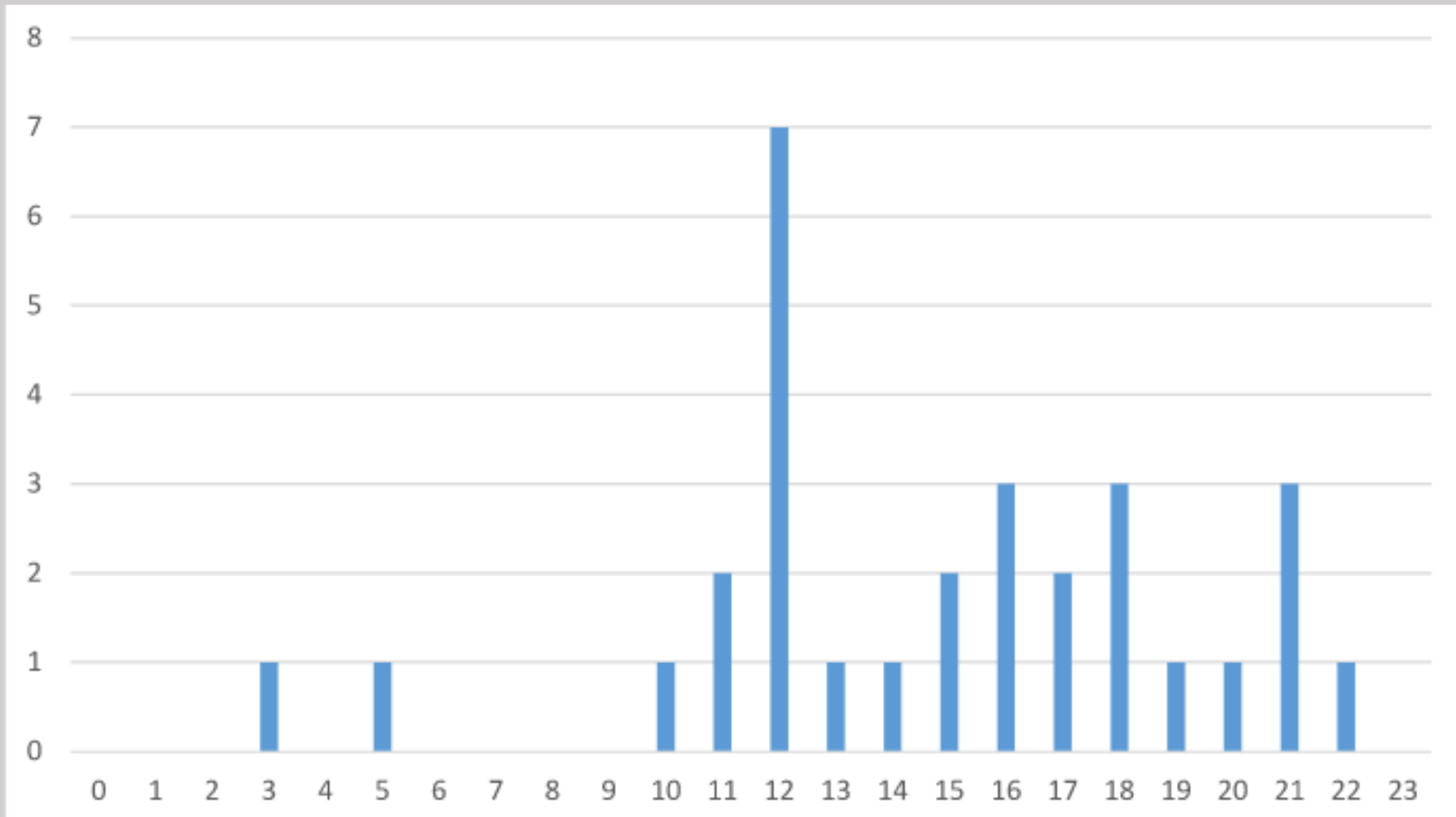
Crash Analysis – By Month



Crash Analysis – By Day of Week



Crash Analysis – By Time of Day



RSA Stakeholders

- Keene Police & Fire
- Keene DPW
- Southwest Regional Planning Commission
- NHDOT (Safety, Traffic, & District 4)
- VHB (Consultant)
- FHWA

Assessment Findings

Beneficial Existing Intersection Features

- Pavement Condition
 - Wide Shoulders
 - Pavement Markings
 - Sight Distance
- Existing Signage and Condition
 - Centerline Rumble Strips

Assessment Findings

Identified Safety Issues and Concerns

- Driver Behavior Issues

- Speeding
- Early High Speed Left-Turns
- Passing on Shoulder



- Sight Distance and Visibility

- Grade of Southern Approach
- Guardrail
- Vegetation
- No Overhead Lighting



Assessment Findings

Identified Safety Issues and Concerns

- Lack of Multimodal Accommodations
 - No crosswalks or sidewalks
 - Vehicle Speeds
- Intersection/Road Geometry
 - NH 9 horizontal geometry
 - No Turn Lanes
- Environmental – Related Issues
 - Sun glare
 - Winter weather



Near-Term Safety Improvements

- Clear vegetation to improve intersection sight distance (*Town responsibility*)
- Relocate guardrail further off EP to increase sight distance (NHDOT responsibility)
- Install overhead lighting

Intermediate-Term Safety Improvements

- Restripe NH 9 to provide left turn lanes (NHDOT responsibility)
- Install gateway treatments
 - Median buffer or median islands

Long-Term Safety Improvements

- Convert intersection to modern roundabout
- Profile adjustments along NH 9
 - Construct platform on Whitcomb's Mill Road

Conceptual Improvements

Concept 1

Clearing

Relocate guardrail

Add left-turn lanes



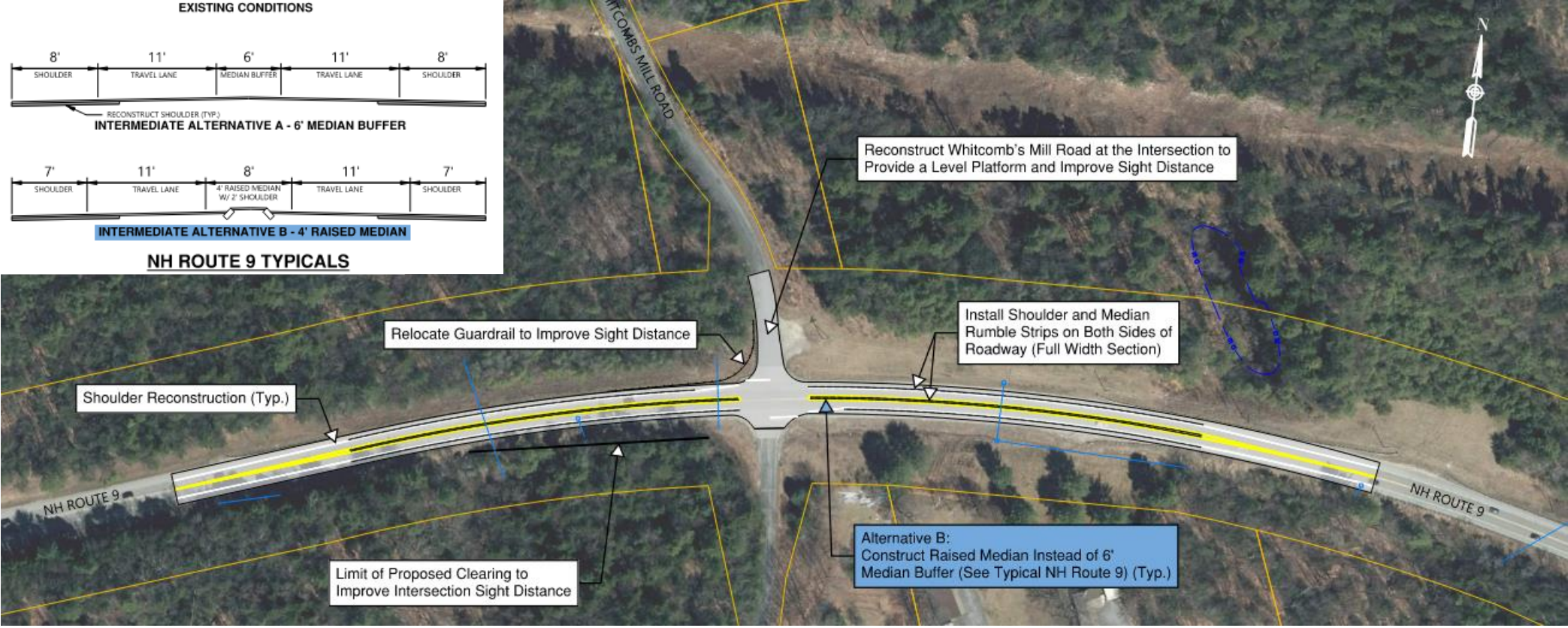
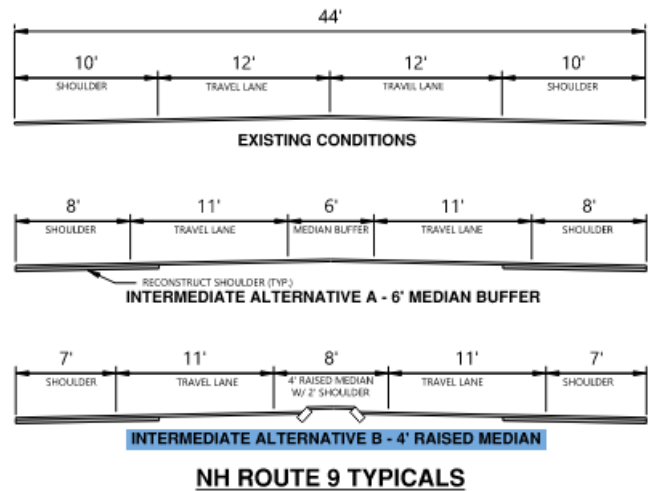
Conceptual Improvements

Concept 2

Raised Median/Median Buffer

Reconstruct Whitcomb's Mill Road Platform

Relocate Guardrail



Conceptual Improvements

Concept 3

Roundabout



Benefit-Cost Analysis – Concept 1

Concept 1

Summary	Issue	Individual Benefit	Total Benefit	Total Cost	B/C Ratio
Clear vegetation to improve intersection sight distance.	2	\$79,434	\$771,656	\$750,000	1.03
Relocate guardrail to improve sight distance.	2	\$0			
Restripe NH Route 9 to provide left turn lanes.	1, 4	\$692,222			

Concept 1 (Option A)

Summary	Issue	Individual Benefit	Total Benefit	Total Cost	B/C Ratio
Clear vegetation to improve intersection sight distance.	2	\$79,434	\$771,656	\$875,000	0.88
Relocate guardrail to improve sight distance.	2	\$0			
Restripe NH Route 9 to provide left turn lanes.	1, 4	\$692,222			

Benefit-Cost Analysis – Concepts 2 & 3

Concept 2A

Summary	Issue	Individual Benefit	Total Benefit	Total Cost	B/C Ratio
Clear vegetation to improve intersection sight distance.	2	\$79,434			
Relocate guardrail to improve sight distance.	2	\$0			
Shoulder reconstruction due to shifting the roadway.	4	\$0	\$899,044	\$1,125,000	0.80
Install shoulder and median rumble strips on both sides of roadway (full width section.) with 6-foot median buffer.	1, 4	\$819,610			

Concept 2B

Summary	Issue	Individual Benefit	Total Benefit	Total Cost	B/C Ratio
Clear vegetation to improve intersection sight distance.	2	\$79,434			
Relocate guardrail to improve sight distance.	2	\$0			
Shoulder reconstruction due to shifting the roadway.	4	\$0	\$583,397	\$2,125,000	0.27
Construct 4-foot raised median along NH Route 9.	1, 4	\$503,963			

Concept 3

Summary	Issue	Individual Benefit	Total Benefit	Total Cost	B/C Ratio
Consider turning the intersection into a roundabout with formal center island.	1, 2, 4	\$1,084,001	\$1,084,001	\$1,875,000	0.58

Other Safety Improvements Considered

- Traffic Signal
 - No warrants met

Questions and Discussion



VLADGRIN/Shutterstock.com

SYMBOLS		TYPES OF COLLISIONS		SHOW FOR EACH ACCIDENT											
 MOVING VEHICLE  BACKING VEHICLE  NON-INVOLVED VEHICLE  PEDESTRIAN  BICYCLE  PARKED VEHICLE  OBJECT COLLISION  FATAL COLLISION  INJURY COLLISION  ANIMAL COLLISION  MOTORCYCLE COLLISION	 REAR-END  ROAD DEPARTURE,  OVERTURN, ROLLOVER  OR SPILL  HEAD-ON  SIDE SWIPE  RIGHT TURN  LEFT TURN  RIGHT ANGLE	1. APPROXIMATE LOCATION 2. TYPE OF COLLISION 3. TIME, DAY, DATE 4. OTHER PERTINENT FACTORS SUCH AS SEVERITY, PAVEMENT AND WEATHER CONDITIONS, ETC.		STATE OF NEW HAMPSHIRE CHESTER DEPARTMENT OF TRANSPORTATION • BUREAU OF HIGHWAY DESIGN CRASH DIAGRAM <table border="1" style="width: 100%;"> <thead> <tr> <th>MODEL</th> <th>DGN</th> <th>STATE PROJECT NO.</th> <th>SHEET NO.</th> <th>SHEET TOTAL</th> </tr> </thead> <tbody> <tr> <td>45029-crashDiagram</td> <td>45029</td> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>		MODEL	DGN	STATE PROJECT NO.	SHEET NO.	SHEET TOTAL	45029-crashDiagram	45029	1	1	1
MODEL	DGN	STATE PROJECT NO.	SHEET NO.	SHEET TOTAL											
45029-crashDiagram	45029	1	1	1											



CITY OF KEENE NEW HAMPSHIRE

ITEM #A.6.

Meeting Date: July 22, 2026

To: Municipal Services, Facilities and Infrastructure Committee

From: Bryan Ruoff, City Engineer

Through: Donald Lussier, Public Works Director
Elizabeth Ferland, City Manager

Subject: **Gilbo Ave Solar Pavilion Conceptual Design - City Engineer**

Recommendation:

Move that the Municipal Services, Facilities and Infrastructure Committee recommend that the City Council adopt Concept 1 - "Monoslope Roof" as the preferred alternative and that the City Manager be authorized to do all things necessary to complete the design and construction of the Gilbo Avenue Solar Pavilion Project.

Attachments:

1. 2026 -07 21 - Presentation - Gilbo Avenue Solar Pavilion - MSFI - FINAL

Background:

As part of the City's Downtown Infrastructure Improvements Project, the City was awarded a federal **Timber for Transit** grant in 2024 to support the design and construction of the Gilbo Avenue Solar Pavilion. In accordance with federal funding requirements, the City publicly solicited Requests for Qualifications (RFQs) for engineering design services in September 2025 and subsequently executed an agreement with NXTGen to provide design services for the project.

Since that time, NXTGen has developed preliminary design concepts for the solar pavilion and presented them at two community engagement meetings to gather input from residents, stakeholders, and City staff. At this MSFI Committee meeting, NXTGen will present the design concepts, summarize the public and City feedback received to date, and seek additional Committee input before advancing the project into the next phase of design.



CITY OF KEENE
NEW HAMPSHIRE



GILBO AVENUE SOLAR PAVILION

City of Keene, New Hampshire

July 2026

PROJECT TEAM



City of Keene

PROJECT OWNER

Responsible for project oversight, community engagement, funding administration, and final project decisions.



NXTGEN Clean Energy Solutions

PRIME CONSULTANT

- Project coordination and leadership
- Community engagement and stakeholder outreach
- Concept development and refinement
- Engineering coordination
- Bid package preparation support

SUPPORTING CONSULTANTS



ARM Group

ENGINEERING & ENVIRONMENTAL DESIGN

Provides civil, structural, electrical, and environmental engineering services, NEPA documentation and permitting support, and development of stamped construction documents.



Kellogg & Sovereign Consulting

GRANT COMPLIANCE SUPPORT (OPTIONAL)

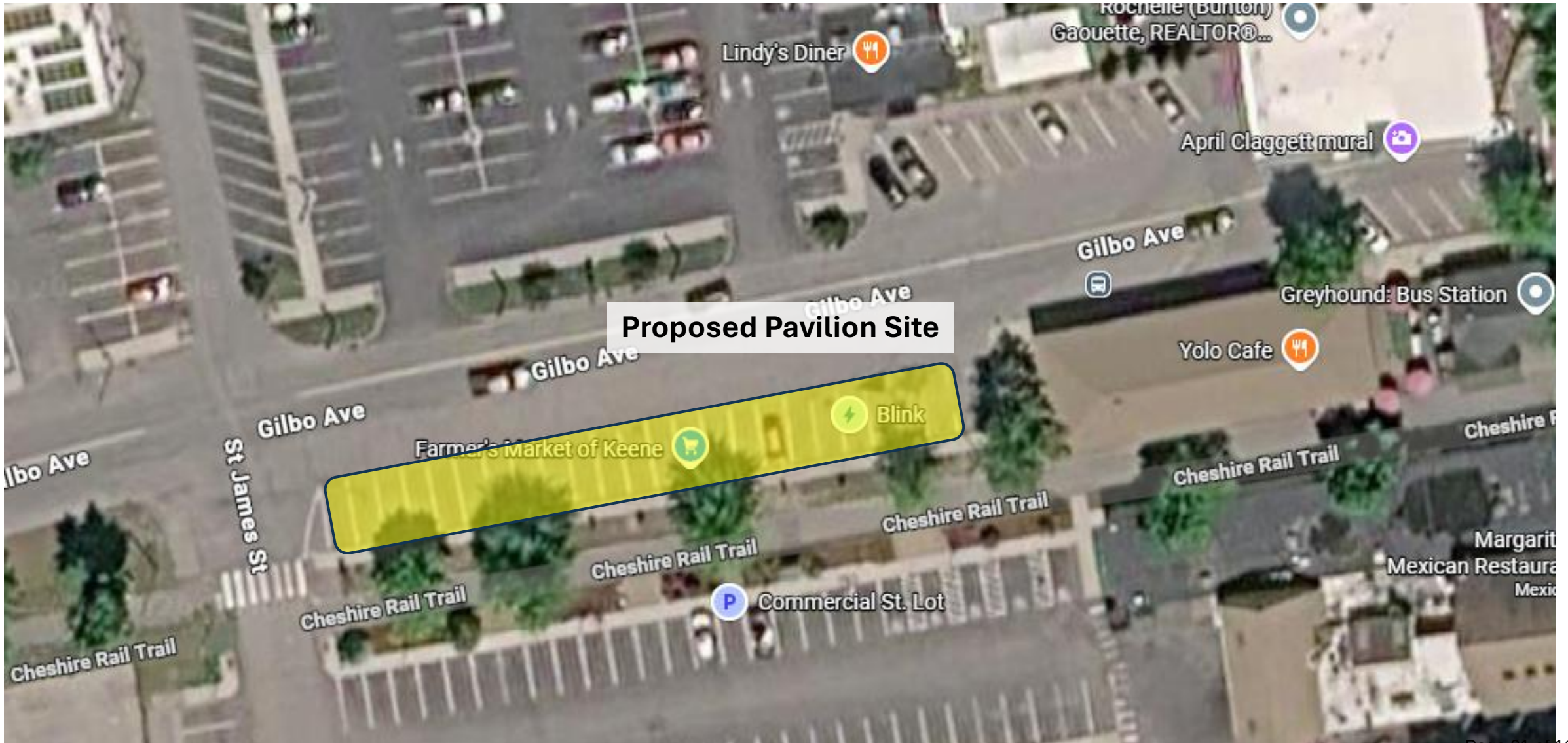
Provides advisory support related to grant compliance and reporting requirements associated with NBRC funding.



Together, the project team combines municipal leadership, clean energy expertise, engineering, and grant support to advance the Gilbo Avenue Solar Pavilion from concept through procurement.

EXISTING SITE

Gilbo Avenue – Downtown Keene



A modern timber pavilion that combines renewable energy with a flexible, covered community space designed for year-round public events.

Key Features

- **230' x 30'** covered pavilion
- Approximately **75 kW** integrated solar array
- **Watertight roof system** providing year-round protection from rain, snow, and sun
- Accommodates food trucks, farmers markets, and community events
- Maintains parking and vehicle access beneath the pavilion

Concept 1-Monoslope Roof



Concept 1-Monoslope Roof



The pavilion is designed to create a comfortable, year-round gathering space that supports a variety of community activities, from everyday use to large public events.

Project Highlights

- Covered space for food trucks, farmers markets, concerts, and community events
- Integrated LED lighting for evening activities and enhanced public safety
- Electrical service to support food trucks, vendors, event lighting, and entertainment
- Flexible open layout that adapts to changing community needs
- Year-round protection from sun, rain, and snow

Concept 1-Monoslope Roof



Approximate Length/Width: 230' x 30'
Approximate Clearance: 15' – 19'
Budgetary Cost: \$1.62M

*Conceptual rendering for discussion purposes only.
Final design is subject to detailed engineering,
permitting, and applicable regulatory approvals.*

A distinctive timber pavilion featuring an angled "checkmark" roof that expands covered pedestrian space while creating a recognizable downtown landmark.

Project Highlights

- Expanded covered pedestrian walkway
- Approximately 75 kW integrated solar array
- Creates a unique architectural identity for downtown Keene
- Covered space for food trucks, farmers markets, and community events
- Watertight roof system for year-round use

Concept 2-Checkmark Roof



Concept 2-Checkmark Roof



The expanded roof design creates a more inviting gathering space by providing additional weather protection for pedestrians while maintaining a flexible venue for a variety of community activities.

Project Highlights

- Expanded covered walkway between the parking area and Gilbo Avenue
- Integrated LED lighting for evening events and enhanced public safety
- Electrical service for food trucks, vendors, event lighting, and entertainment
- Flexible space for markets, festivals, concerts, and community gatherings
- Additional covered area for visitors during all seasons

Concept 2-Checkmark Roof

Approximate Length/Width: 230' x 35'
Approximate Clearance: 15' – 17'
Budgetary Cost: \$1.69M

*Conceptual rendering for discussion purposes only.
Final design is subject to detailed engineering,
permitting, and applicable regulatory approvals.*

A traditional timber pavilion that combines the familiar appearance of a gable roof with integrated solar energy, creating a timeless design that complements Keene's downtown character.

Project Highlights

- Approximately 75 kW integrated solar array
- Traditional gable roof design with one solar-facing roof plane
- Architectural style complements surrounding downtown buildings
- Covered space for food trucks, farmers markets, and community events
- Watertight roof system for year-round use

Concept 3-Gable Roof



Concept 3-Gable Roof



The traditional gable roof creates a warm, welcoming gathering place that blends with Keene's historic downtown while providing a flexible venue for community events throughout the year.

Project Highlights

- Traditional timber pavilion with an open, inviting atmosphere
- Integrated LED lighting for evening events and enhanced public safety
- Electrical service for food trucks, vendors, event lighting, and entertainment
- Flexible space for markets, festivals, concerts, and community gatherings
- Year-round protection from sun, rain, and snow

Concept 3-Gable Roof



Approximate Length/Width: 230' x 30'
Approximate Clearance: 15'
Budgetary Cost: \$1.74M

*Conceptual rendering for discussion purposes only.
Final design is subject to detailed engineering,
permitting, and applicable regulatory approvals.*

COMPARING THE 3 CONCEPTS



Feature	Concept 1 Monoslope Roof	Concept 2 Checkmark Roof	Concept 3 Gable Roof
Solar Energy Generation	Approximately 75 KW	Approximately 75 KW	Approximately 75 KW
Weather Protection	Good	Good	Good
Covered Gathering Space	Large	Large	Large
Mass Timber Integration	✓	✓	✓
Event Infrastructure (Lighting/Power)	✓	✓	✓
Overall Appearance	Modern	Signature	Traditional
Vehicle Access & Maneuverability	Excellent	Excellent	Good
Relative Construction Complexity	Simple	Moderate	More Complex
Relative Construction Cost	\$1.62M	\$1.69M	\$1.74M

All concepts are preliminary and intended to support community discussion. Final engineering, materials, dimensions, and construction costs will be refined during subsequent design phases.

COMMUNITY FEEDBACK

Your input helps shape the future of the Gilbo Avenue Solar Pavilion.



1. SELECT

Choose your preferred concept (1, 2, or 3).



2. SHARE

Add any comments or suggestions (optional).



3. RETURN

Turn in your completed form before leaving today.



Thank you for helping guide the City's selection of the preferred pavilion concept.



Gilbo Avenue Solar Pavilion Community Feedback

Please select your preferred concept (Choose One)

☐ Concept 1 – Monoslope Roof



☐ Concept 2 – Checkmark Roof



☐ Concept 3 – Gable Roof



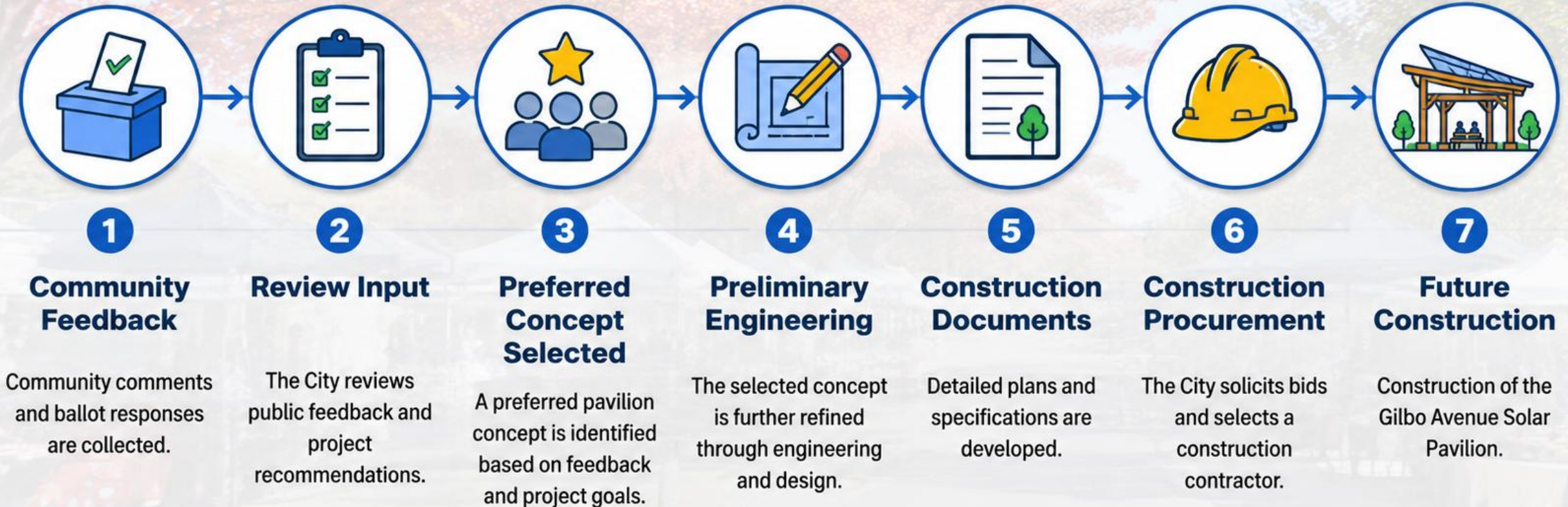
Additional Comments (Optional)

Please return your completed card before leaving.

Thank you for participating in the City of Keene's community engagement process.

Next Steps

What Happens After Community Engagement?



Council must select the Preferred Concept to be advanced through the design process.

City staff recommends Concept 1.

QUESTIONS & DISCUSSION



CITY OF KEENE NEW HAMPSHIRE

ITEM #A.7.

Meeting Date: July 22, 2026

To: Municipal Services, Facilities and Infrastructure Committee

From: Donald Lussier, Public Works Director

Through: Elizabeth Ferland, City Manager

Subject: **Restricting Vehicular Access to Wastewater Treatment Plant Driveway - Public Works Director**

Recommendation:

Move that the Municipal Services, Facilities and Infrastructure Committee recommend that the Public Works Director's report on restricting vehicular access to the Wastewater Treatment Plant driveway be accepted as informational.

Attachments:

1. WWTP Driveway_Donuts
2. WWTP Driveway_Skid marks1
3. WWTP Driveway_Skid marks2

Background:

In the summer of 2025, Public Works announced that the driveway serving the City's Wastewater Treatment Plant in Swanzey would be closed to recreational users during business hours. The Department's primary concern at that time was the safety of pedestrians, cyclists and off-leash pets using the road in proximity to heavy truck traffic.

Although the prohibition applied only during the facilities' operating hours, our announcement was greeted with significant resistance from the public. Residents wished to continue using the area for outdoor exercise and observing the abundant wildlife in the area. On August 27, 2025, Public Works reversed the decision and agreed to re-open the driveway. Since that time, compliance with posted rules by recreational users has improved.

However, a different problem has come to the fore. Over the past several months, we have observed increasing indications of erratic driving on the newly paved driveway (e.g., "donuts", "burn-outs" and "drag racing"). This issue came to a head on July 1, 2026, when the Swanzey Police Chief contacted Keene PD to request the City's assistance with addressing the frequent calls they receive from nearby residents. The SPD's staffing levels do not allow them to make regular patrols of this property, and they have requested that we restrict vehicular access when staff is not on site. They are not concerned with pedestrian access.

Therefore, Public Works intends to install a vehicular gate just past the Airport parking lot. The gate will be designed to restrict vehicles, ATVs and motorcycles, but will allow pedestrians and cyclists.









CITY OF KEENE NEW HAMPSHIRE

ITEM #A.8.

Meeting Date: July 22, 2026
To: Municipal Services, Facilities and Infrastructure Committee
From: Andrew Bohannon, Deputy City Manager
Through: Elizabeth Ferland, City Manager
Subject: **Airport Terminal Renovations - Deputy City Manager**

Recommendation:

Move that the Municipal Services, Facilities and Infrastructure Committee recommend that the City Manager be authorized to execute an Authorization to Submit a Pre-Application for the fall funding cycle of the Northern Borders Regional Commissions Timber For Transit grant program for the Dillant-Hopkins Airport Terminal building.

Attachments:

None

Background:

Through the Airport Development and Marketing Committee, the Facilities Department presented a feasibility study for the potential renovation of the airport terminal. The study was to prepare staff for available grant opportunities that could be applicable for the project.

The State of New Hampshire will be opening the fall round of the Timber for Transit grants through the Northern Borders Regional Commission (NBRC). The City currently has two Capital Improvement projects scheduled for FY27 – Airport Parking lot (\$379,300) and FY28 – Roof Replacement (\$402,250), which would serve as needed matching funding for the grant should the application move forward. In addition, the Airport is utilizing the remaining NH DOT IIJA funding (\$833,332.75), which, with a State match of 2.5% and City match of 2.5%, the total funding could increase to \$877,192.00. The request through NBRC will be enough to maximize the City match portions and cannot exceed \$5,000,000.

Highlights of the renovations would include the terminal roof, HVAC, lobby, ADA complaint entrances on both public and air sides, and modernization of space allocation for current and future tenants. Additional details will be developed through the Airport Development and Marketing Committee and a public input session.

This project was not included in the Capital Improvement Program (CIP), and because of the anticipated grant cycles and IIJA funding, the opportunity to utilize existing capital funding to match the timelines aligned for the City to apply.

There is no financial commitment from the City of Keene to complete this application.