

For NHDOT use only:	
Application #:	_____
LOI Received on:	_____
MMW Attendee:	_____
MMW Date:	_____
Application Received on:	_____

**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
2014 APPLICATION FOR FUNDING**

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

Sponsor Name: Town of Exeter +

Mailing Address: 10 Front Street
Exeter, NH 03833-3792

Telephone: (603) 778-0591 +

Email: jgilman@exeternh.gov +

Contact Name: Paul Vlasich, PE +

Title: Town Engineer +

Mailing Address: 13 Newfields Road
Exeter, NH 03833 +

Telephone: (603) 773-6160 +

Email: pvlasich@exeternh.gov +

Governing Regional Planning Commission:
Rockingham Planning Commission +

2. Project Information

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



MAP SUBMITTED

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



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



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



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



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

Description of work being proposed:

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

Purpose and Need: The Kingston Road Bicycle and Pedestrian Improvements project will improve safety for pedestrians, bicyclists, and motorists, as well as link residential neighborhoods with recreational opportunities. The project is needed to address the existing and future transportation, safety, and health needs of a growing community of young to elderly residents.

Project Description: The project proposes to widen roadway shoulders to 5-foot minimum width on Kingston Road (Route 111), between Pickpocket Road and Westside Drive, a distance of approximately 1.1 miles (see map Attachment A). Work includes excavation, box widening, paving, and slope construction/grading. Minor adjustments will be made to drainage structures/pipes and to existing utilities, where necessary. Most, if not all, work will fall within existing rights-of-way and previously disturbed areas.

Resources within project limits:

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

The project is abutted by potentially historic properties; however shoulder widening work adjacent to them will occur within existing roadway rights-of-way and will not have an adverse effect on them. Shoulder widening will occur in previously disturbed areas and there are no known archeological resources, natural resources, or hazardous materials within the project limits.

Project Details

Road Name(s): Kingston Road (Route 111) which intersects Pickpocket Rd, White Oak Dr, +
(List all roads in project limits)

State Route Number: Route 111 +
(List all State route numbers or N/A if on a municipal road)

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

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

Length of Project: 1.1 miles +
(If more than one location, provide total length of proposed improvement)

Width of proposed improvement: 5-foot min. shoulders (both sides of roadway) +
(If width isn't consistent, provide an average width for majority of improvements)

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

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

3. Project Cost Estimate

Identify the estimated project costs under each of the applicable categories.

A) Planning/Design/Engineering: \$
(Costs for engineering study, preliminary design, environmental review, final design, and bid phase services)

B) Right-Of-Way: \$
(Cost of identifying and establishing right-of-way, easement Preparation, and acquisition and/or land acquisition)

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

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

Project Total: \$
(Minimum \$200,000)

Identify the amount of federal funding you are applying for.

(Other funding sources can be added to meet the \$200,000 minimum or to exceed the \$800,000 max.)

Federal \$
(\$800,000 maximum for federal amount requested)

Calculated Field
 %
(80% maximum for TAP reimbursement)

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

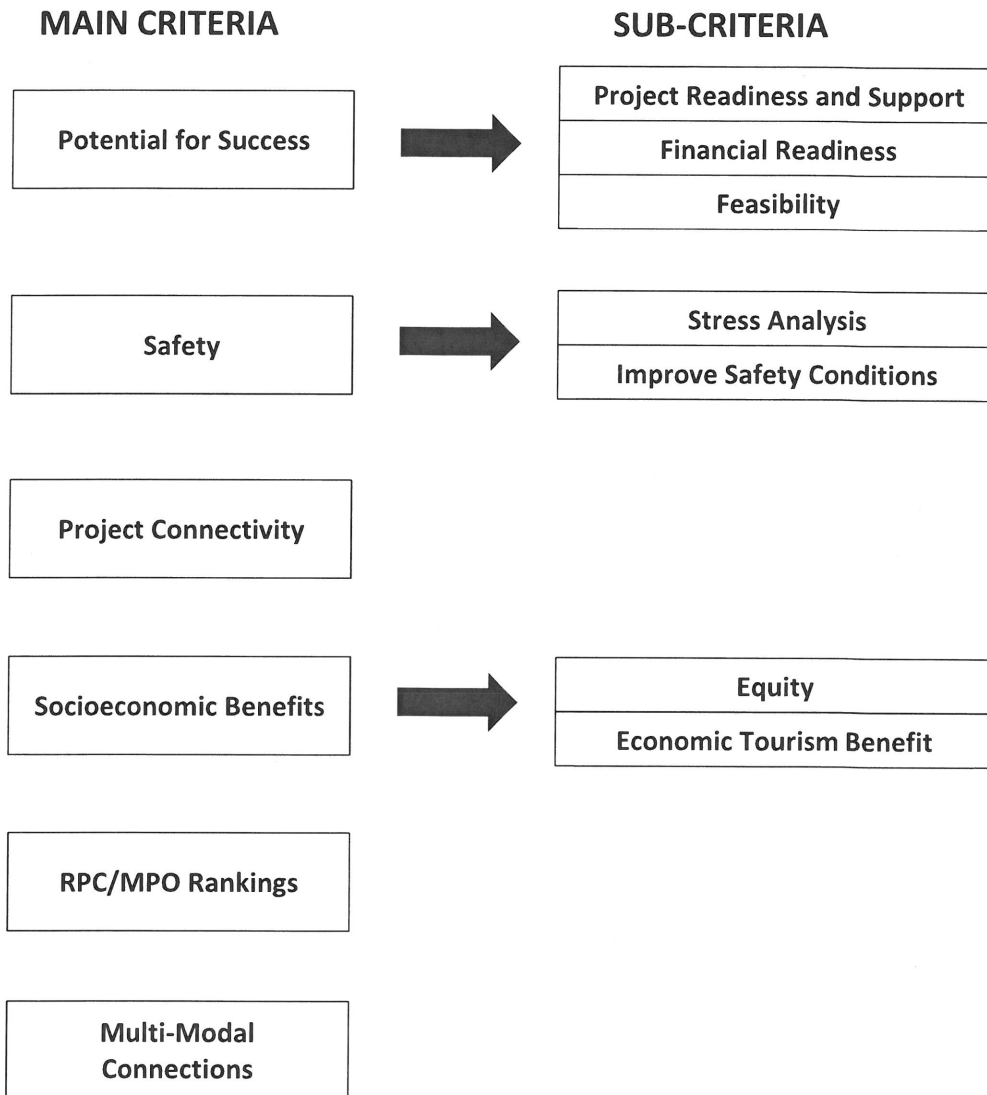
Calculated Field
 %

Funding Total \$
(Minimum \$200,000)

Project Total & Funding Total must be equal

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

There are six main criteria and seven sub-criteria that will be used to evaluate projects and are listed below: (Note the RPC/MPO Ranking will be done by the governing regional planning commission using the information provided in the application. Application will be submitted to the Department and the Department will forward copies to the Regional Planning Commissions)



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

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

Letter of support attached:

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

In 2004, during Exeter's public master plan visioning process, shoulder widening for improved multi-modal roadway systems was identified as a high priority and shoulder widening is mentioned throughout the Transportation Chapter of the Master Plan (see Attachment B). In 2005, via Warrant Article 25, registered voters approved establishing a shoulder widening capital reserve fund, focused on widening arterial roadway shoulders to improve safety for pedestrians, bicyclists and motorists alike. In addition to safety, the concept of linking residential neighborhoods with recreational opportunities was deemed a high priority. The Town has already successfully completed shoulder widening on High Street/Hampton Road (Route 27), working with the NHDOT and local interested parties, and has broad community support to complete additional projects.

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

The Town is applying for reimbursement of 80% of the \$750,000 project cost (see estimate Attachment C). The Town established an Arterial Shoulder Widening Capital Reserve Fund in 2005, which currently has a balance of over \$150,000 (see Attachment D) that can be used for the Town's 20% match. The Board of Selectmen have the authority to expend monies from this fund.

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

There are no known historic, cultural, environmental, maintenance, or contamination issues that would impact the project's ability to succeed, impact the project timeline, or impact the project financially.

A NH DHR file review was completed on 9/17/14 which revealed that there are potentially historic properties in the project area, as identified in the Exeter Town Project Area form completed for a gas pipeline project; however work adjacent to them will occur within the existing roadway rights-of-way and will not have an adverse effect. A NH Natural Heritage Bureau database check (NHB14-3515) was completed on 9/16/14 and no Threatened or Endangered species were found. There is only a very minor added maintenance responsibility for the widened shoulders, given prevailing plowing/paving maintenance efforts. A NHDES OneStop review was completed on 9/17/14 and no contaminated sites were found within the project area. See Appendix E for feasibility screening completed.

B) Safety: Projects will need to demonstrate the extent to which the project will improve safety conditions and/or reduce the perception of users stress as a result of the project being implemented.

- **Stress Analysis:** *Measure current stress level versus expected outcome for proposed project. Based on the scale below, describe the existing stress level of the project area and then describe the expected stress level for the proposed improvement.*

A - Facility is reasonably safe for all children.

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

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

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

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

Within the project area, Kingston Road (Route 111) is currently not suitable for use by pedestrians or bicyclists (Stress Level "E"). Only 1-foot paved shoulders exist, which do not provide durable all-weather safe surfaces of sufficient width to accommodate pedestrians or bicyclists.

With widening to 5-feet minimum, paved shoulders will be able to accommodate users with basic skills and knowledge of traffic (Stress Level "B"). The widened shoulders will provide an area separate from the traveled way that can be used by pedestrians and bicyclists as an alternative to walking in unpaved and undefined areas off the roadway. As shoulders will be kept clear of snow, a facility for walking and biking will be provided that currently doesn't exist during winter months.

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

A field review and photo log (see Attachment F) of the project area was completed on 9/15/14 to review existing road safety issues. It was observed that safe areas are not currently present within the corridor for walking or biking, due to narrow (1-foot) shoulders and vertical drop offs from edges of pavement. Constructing minimum 5-foot wide shoulders will provide all-season safe surfaces for walking or biking adjacent to the roadway. Roadway travel lane widths will be limited to 11-feet to promote slower speeds, consistent with the posted 30-35 mph speed limit. Additional speed limit signs, pedestrian warning signs, and bicycle warning signs and pavement markings will be added where appropriate.

In addition to being unsuitable for bicycles and pedestrians, the narrow shoulders contribute to run off the road type accidents by vehicles. 25% of crashes identified within the project area during the 2009-2013 period involved vehicles leaving the roadway and overturning or hitting trees, signs, or slopes (see Attachment F). Vehicles leaving the roadway are hazardous to any nearby pedestrians and bicyclists, as well to vehicle occupants. 75% of crashes occurred during daylight hours when travel by pedestrians and bicyclists is highest.

C) Project Connectivity: Project will need to demonstrate how it enables movement from origins to destinations

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

The present proposal has been identified for over a decade as the highest priority shoulder widening roadway section in Exeter. Although a roadway connection is present, it doesn't include areas for safe travel by pedestrians or bicyclists. In the last decade, much growth has occurred within the corridor. The neighborhoods within the project boundaries vary in housing types from single family to multifamily, including very large senior housing complexes (on White Oak Drive and off Riverwoods Drive) which have tripled in size, creating a hub of senior residents in the area, many of whom are avid walkers. Improvements to recreation areas and trails have also occurred in that time. This project will link multiple neighborhoods as well as recreational areas (see Attachment A). These recreational sites include Brickyard Pond, Brickyard Park Athletic Fields, Jolly Rand Trail and somewhat further and beyond the scope of the project, Pickpocket Dam.

D) Socioeconomic Benefits: Projects will need to demonstrate the degree to which the project provides opportunities to enhance the quality of life to prompt economic development, increase property value, encourage tourism, and provide transportation options for underserved communities.

- **Equity:** *Is the project located in an area where improved mobility and access can be provided to underserved populations? Will the project contribute to improved public health? (Note: projects in counties with obesity rates over 30% will be considered for additional points under this sub-criterion). Describe how this project will serve vulnerable users (elderly, children, minorities, people with disabilities etc.)*

The project will contribute to improved public health by promoting walking and bicycling, particularly between residential areas and abutting recreational areas. There are large concentrations of elderly in the project area that will appreciate smooth durable surfaces for walking, as they're much safer and easier to navigate than uneven gravel shoulders and off-roadway areas.

The 2011 Behavioral Risk Factor Surveillance Survey (BRFSS) update reports that Rockingham County has an obesity rate of 29.3%, the third highest in the state, behind Coos County and Strafford County (see Attachment H).

- **Economic/Tourism Benefit:** Does the project offer the opportunity for increased access to retail and commercial locations? If so, describe in detail how the project will provide these increased opportunities and quantify the positive impacts.

The project provides a connection between residential areas within the project limits to commercial areas east of the project, including downtown Exeter. To the east, density of residences and businesses is higher and sidewalks are present. Wider shoulders are appropriate within the project area where density is lower, but pedestrian and bicycle accommodations are still needed to improve access between residential and commercial areas. Providing improved access will convert vehicle trips to non-motorized trips, improving physical health and reducing fuel consumption and emissions.

E) Multi-Modal Connections: Project will need to demonstrate connections to other modes of transportation

- *Does the project provide connections to other modes of transportation within a half mile (or other critical distance) of the project limits? Quantify all proposed connections.*

The project will provide connections to COAST bus service and Amtrak Downeaster rail service, which both have stops at the Exeter Train Station (see Attachment I) located on Lincoln Street, an easy 0.8 mile walk or bike from the project area.

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

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

NO ACTION NEEDED FROM APPLICANT FOR SECTION F

G) IF YOU ARE PUTTING IN MORE THAN ONE APPLICATION FOR YOUR MUNICIPALITY - SCHOOL DISTRICT/SAU PLEASE PRIORITIZE THEM IN THE ORDER OF IMPORTANCE.

- *The Department received 75 potential TAP projects from 56 municipalities. The total amount of federal funds requested for these 75 potential projects is \$30 million. The TAP program has approximately \$5.5 million available for potential projects. If the municipality – school district/SAU is putting in multiple applications please prioritize them in order of importance from 1 to X with 1 being the most important project.*

Priority number: 1 (one submittal)

5) Application Submission Information: The application is an adobe .pdf form and it must be saved and submitted in electronic format. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format.

APPLICATIONS ARE DUE FRIDAY SEPTEMBER 26, 2014 BY 4:00PM!

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

Submission Guidelines

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

Applications and supporting documents must be either:

- *burned to a CD or DVD*
- *saved to a USB thumb drive.*

Submission: *CD, DVD, or thumb drive must be received on or before 4:00pm September 26, 2014. Delivery can be either:*

- *Hand-delivered to:* Thomas Jameson, TAP Program Manager
NHDOT Headquarters
Bureau of Planning & Community Assistance
7 Hazen Drive, Concord NH
- *Mailed to:* **Thomas Jameson, P.E.**
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

Warning: If you mail the Application it must be received on or before 4:00pm on September 26, 2014