

<u>For NHDOT use only:</u>	
Application #:	_____
LOI Received on:	_____
MMW Attendee:	_____
MMW Date:	_____
Application Received on:	_____

**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

**Round 2 - 2016 APPLICATION FOR FUNDING**

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**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).*

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**Sponsor Name:**

**Mailing Address:**

**Telephone:**

**Email:**

**Contact Name:**

**Title:**

**Mailing Address:**

**Telephone:**

**Email:**

**Governing Regional Planning Commission:**

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## 2. Project Information

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**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)*

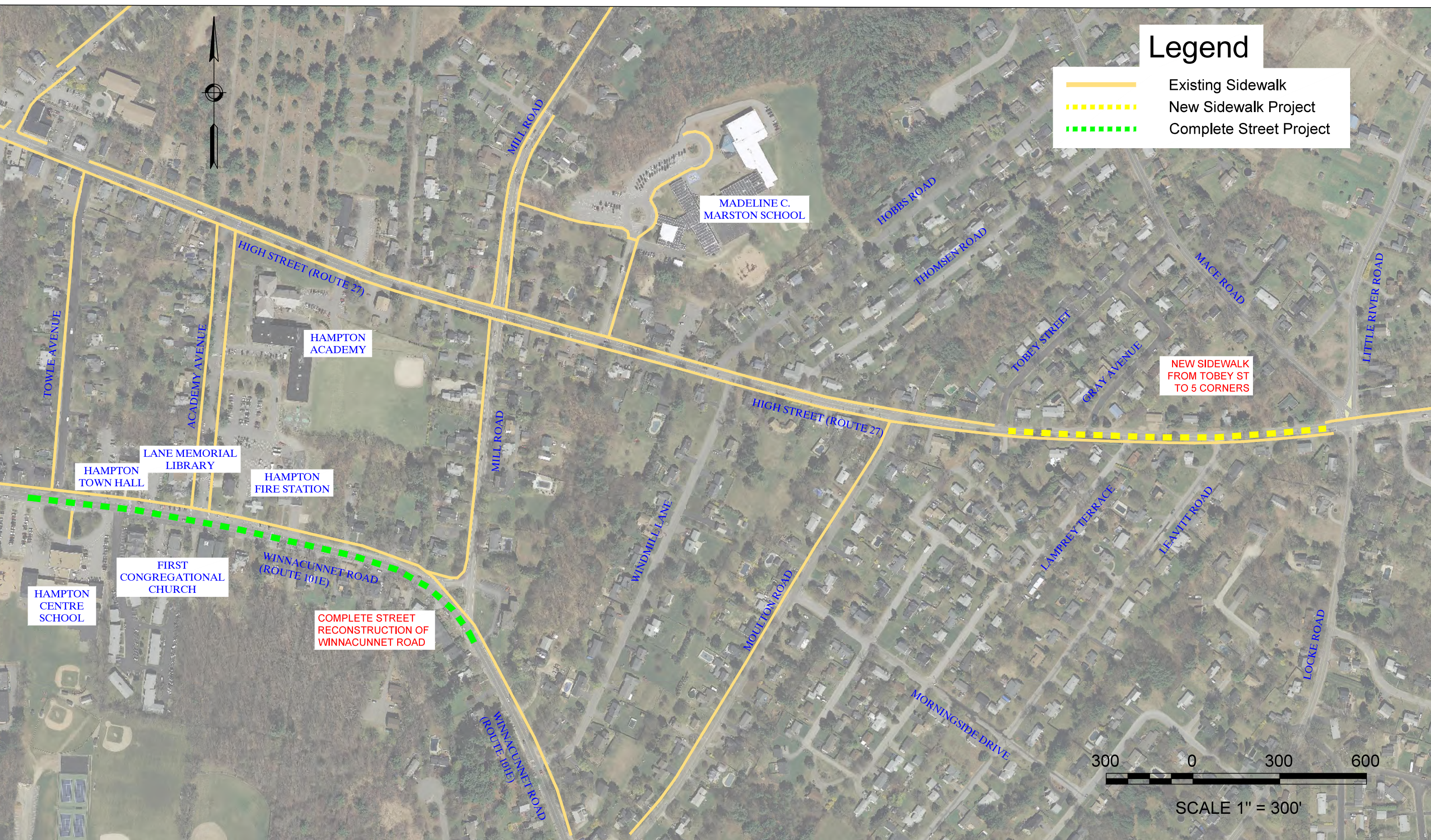


# Legend

- Existing Sidewalk
- New Sidewalk Project
- Complete Street Project

NEW SIDEWALK  
FROM TOBEY ST  
TO 5 CORNERS

COMPLETE STREET  
RECONSTRUCTION OF  
WINNACUNNET ROAD



## Town of Hampton

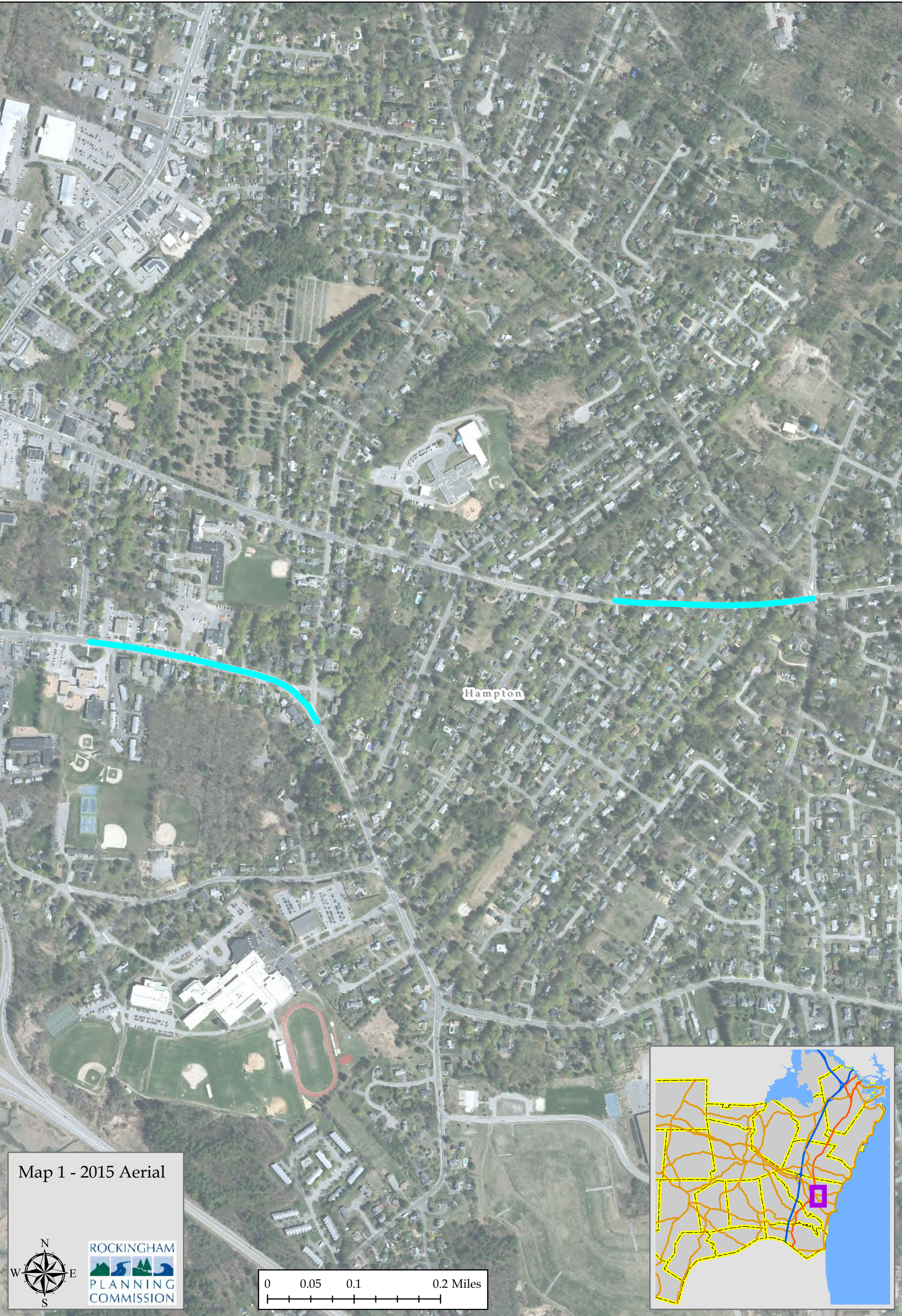
### NHDOT Transportation Alternatives Program

## Project Location Plan



# TAP Project Area Map

## Hampton School Zone Safety Improvements





**Resources within project limits:**

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

**Project Details**

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

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

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

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

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

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

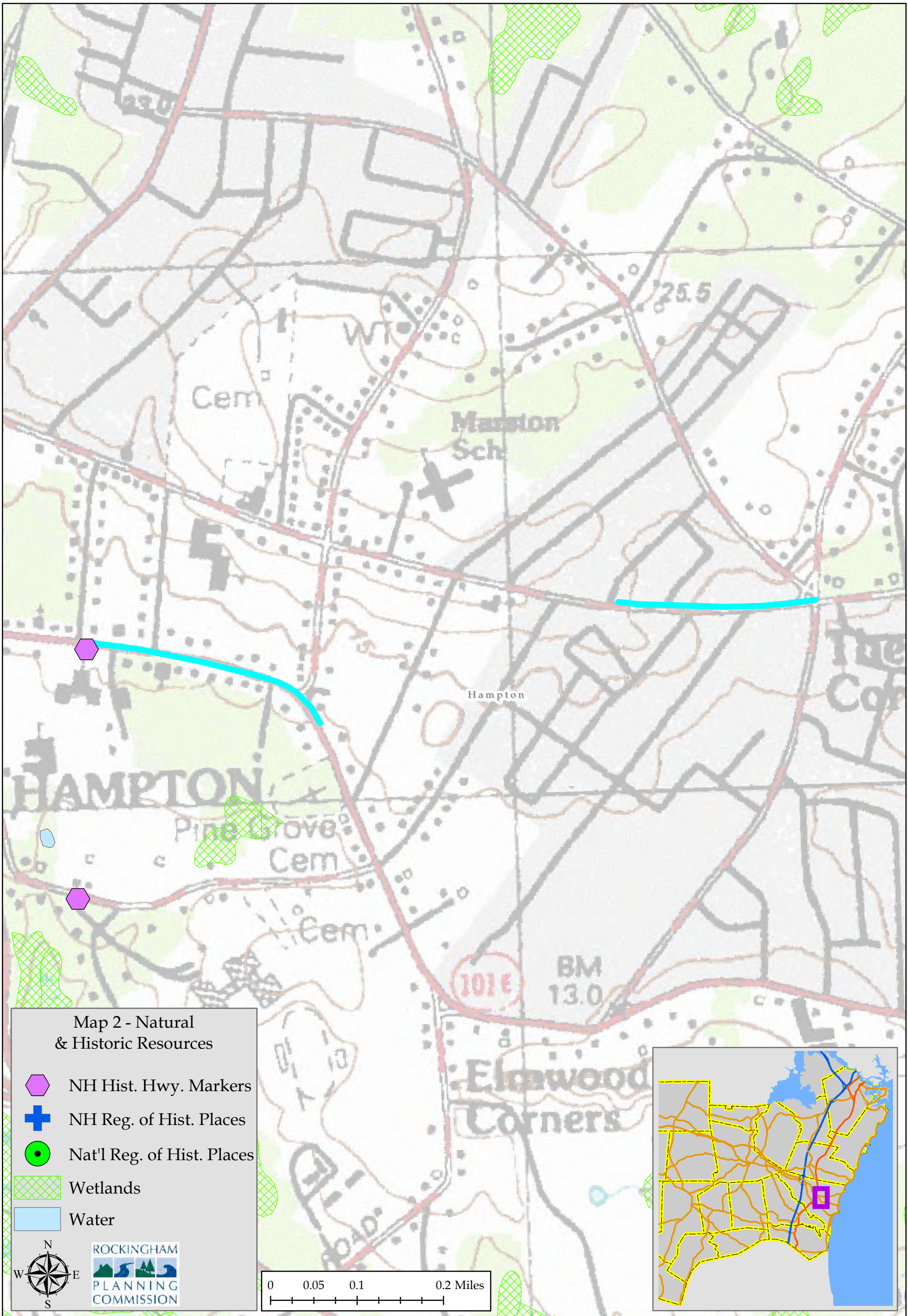
**Surface Type:** *(List Paved, Concrete, Gravel, Stone Dust, etc. for all proposed improvements)*

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



# TAP Project Area Map

## Hampton School Zone Safety Improvements





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### 3. Project Cost Estimate

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

*Note: to avoid divide by zero error on the calculated fields \$0.01 has been inserted into the first box*

**A) Design/Engineering:**

*(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)*

\$

**B) Right-Of-Way:**

*(Cost of easement acquisition and/or land acquisition)*

\$

**C) Construction:**

*(Cost of constructing project, materials, and labor)*

\$

**D) Construction Engineering:**

*(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.)*

\$

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

*Calculated Field*

**Identify the amount of federal funding you are applying for.**

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

**Federal \$**   
*(\$800,000 Max. \$320,000 Min. for federal amount requested)*

*Calculated Field*  
 %  
*(80% Max. for TAP reimbursement)*

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

*Calculated Field*  
 %

**Non-Participating \$**

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

*Calculated Field*

*Reason for non-participating funds*

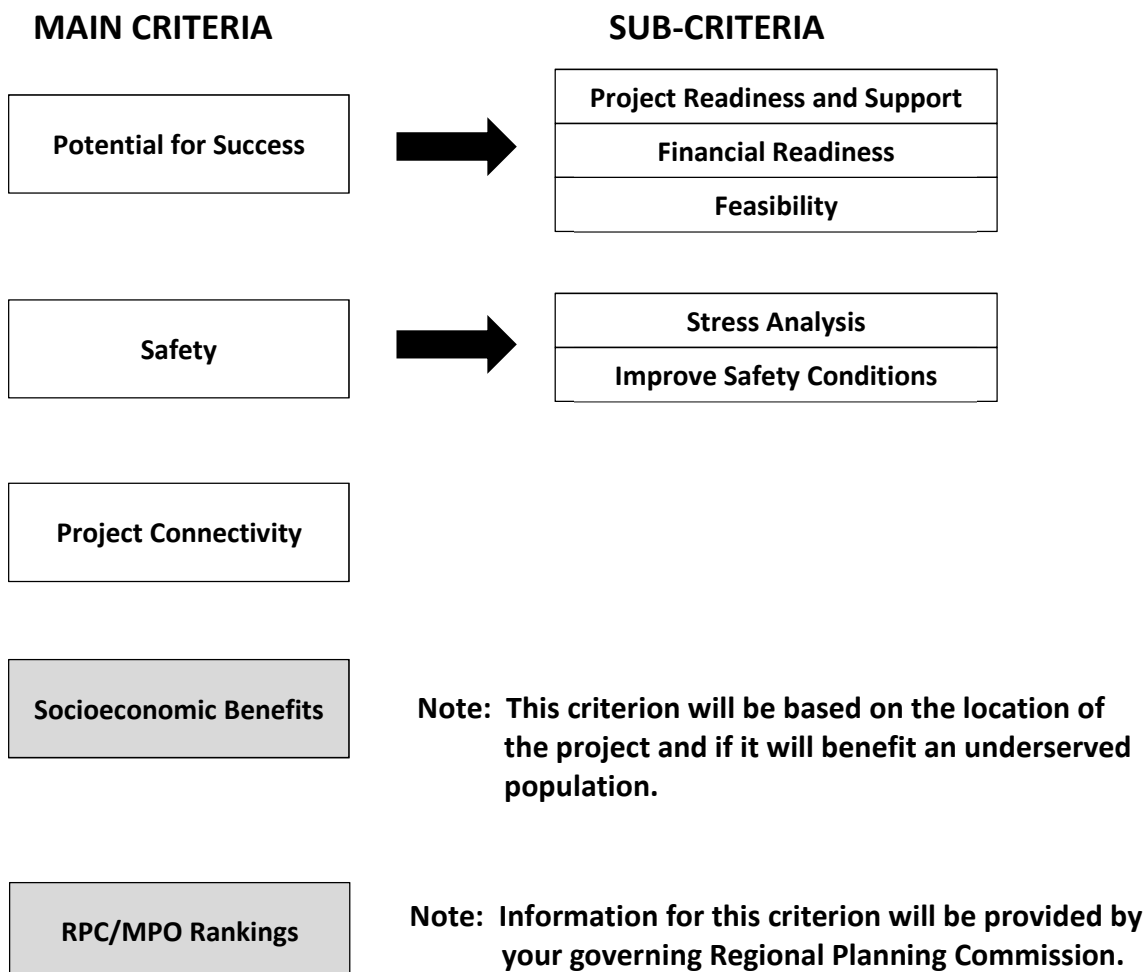
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**4. Evaluation Criteria** (*Applications will be scored on criteria developed by the Department's Transportation Alternatives Program Advisory Committee (TAPAC). The TAPAC developed these criteria to select the best applications for funding.*)

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

- The Socioeconomic Benefits criteria Section D will be based on areas where improved mobility and access can be provided to underserved populations. This information will be collected by the Department for scoring based on your project location.
- RPC/MPO Ranking criteria Section E 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





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

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**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)*



# *Town of Hampton*



August 29, 2016

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

Re: 2016 Application for Funding (TAP-Round 2)

Dear Mr. Jameson:

On behalf of the Town of Hampton Board of Selectman and as voted upon at the August 22, 2016 Board of Selectman meeting, please accept this letter to show our support for the TAP funding application in the amount of \$1,000,000 and our commitment to improve safety, reliability and convenience for our pedestrians and bicyclists within our town. We are excited to be working together with the Town of Hampton School District to create a safe environment for those traveling to school on foot or by bike as well as encourage a healthy and active lifestyle for anyone using our sidewalks or riding their bicycle in Town.

The Winnacunnet Road portion of the project will reconnect two schools, the Town Hall, the Town Library, a Historic Church as well as the Town Fire Station. The "Complete Street" reconstruction including new sidewalks, pedestrian crossings and bike lanes will provide a re-envisioned Winnacunnet Road that is safer for all modes of transportation and will invite activity within the Town's core.

The High Street portion of the project will create a new sidewalk that does not exist today. This sidewalk will link two sections of existing sidewalk along High Street and once completed will provide a safe sidewalk along the north side of High Street from the Center of Town to Ocean Boulevard. The pedestrian connectivity created by this project will improve the convenience for those using the north sidewalk along High Street and complement the Town's sidewalk replacement plan as we continue to make improvements throughout Town.

The required funding for this project will be in the form of a Warrant Article and voted upon at the March 2017 Town Meeting. Again, please accept this letter as a show of our support and also our commitment to this project.

Yours Truly,

Rusty Bridle  
Hampton Board of Selectman, Chair

cc: Fred Welch, Town Manager





**HAMPTON SCHOOL DISTRICT**  
SCHOOL ADMINISTRATIVE UNIT 90

6 Marston Way, Hampton, NH 03842  
Phone 603.926.4560 • Fax 603.926.5070

KATHLEEN A. MURPHY  
*Superintendent of Schools*

NATHAN D. LUNNEY  
*Business Administrator*

August 31, 2016

To Whom It may Concern,

On behalf of the Hampton School Board I am writing a letter of support for the TAP Grant application submitted by the town of Hampton and in collaboration with the Hampton School District.

The school district has for a number of years been engaged in the Safe Routes to School Program. The district formed a Safe Routes to School Committee to focus on educating students about biking and walking safety measures. The grant award allowed for planning events, assemblies at school and bike rodeos in the community. In subsequent years the committee organized walk to school days. These events were very successful because of parents, teachers, administrators and students participation.

The committee acknowledged the need to improve walkways and crossings for travel to and from school and as a result pursued support to develop a plan in order to identify safety issues around the schools. The district was fortunate to receive another planning grant to assess the routes to school used by students attending our schools in Hampton. After meeting with stakeholders, the Safe Routes to School Committee developed a plan that was vetted by the School Board as well as Hampton's Board of Selectman and submitted for approval by the NHDOT. Recognizing the importance of the top five priorities in the SRTS plan, the Hampton School Board in 2016 authorized expenditures to address one of the priorities. The funding provided by the TAP grant will allow for the continued collaboration between the School Board and the Town Board of Selectman in addressing major needs in the walking infrastructure around schools and in the community.

I would be pleased to offer additional testimony regarding the application for TAP funds. The school district is hopeful that the Department of Transportation looks favorably upon our request to continue to address safe walkways and crossings in Hampton.

Sincerely,

A handwritten signature in cursive script, reading "Kathleen A. Murphy".

Kathleen A. Murphy  
Superintendent

Cc: Mr. Les Shepard, Chair Hampton School Board  
Safe Routes to School Committee



**HAMPTON** *New Hampshire*  
**POLICE**



Richard E. Sawyer, *Chief of Police*

100 Brown Avenue • Hampton, New Hampshire 03842-2955  
603-929-4444 • Fax 603-926-0570 • [www.hamptonpd.com](http://www.hamptonpd.com)

August 29, 2016

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

Re: Letter of Support

Dear Mr. Jameson:

On behalf of the Town of Hampton Police Department, and as participants of the Safe Routes to School Task Force, we fully support the Town's effort to complete the proposed Winnacunnet Road and High Street Improvement Project and improve safety throughout Town.

The Hampton Police Department has become part of the essential "E's" of the Safe Routes to School Program. We provide Education and Encouragement through Bike Rodeos and classroom instruction and as officers provide the Enforcement of traffic law. Our efforts to provide safe travel for students, parents and all those who use the sidewalks, crosswalks, drop off zones and roadways within town would be enhanced by the completion of this project.

Please accept this letter to demonstrate our support of the proposed project, our commitment to remain active members of the SRTS program and our desire to address safety issues and promote active travel within the Town of Hampton.

Yours Truly,

A handwritten signature in black ink, appearing to read "Richard E. Sawyer".

Richard Sawyer  
Town of Hampton Police Chief

cc: Fred Welch, Town Manager





# *Town of Hampton*



August 30, 2016

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

Re: TAP Funding – Letter of Support

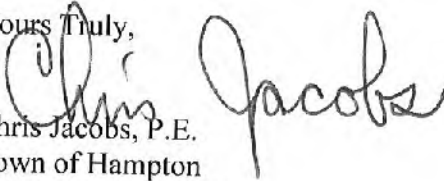
Dear Mr. Jameson:

As the Director of the Town of Hampton's Department of Public Works, I am writing this letter to show my support for the proposed Winnacunnet Road and High Street Sidewalk Project and our departments commitment to encourage a positive vote for funding at the March 2017 Town Meeting.

Our department is responsible for the safety of our citizens when it comes to our roadways and our sidewalks. As part of our annual budget we include approximately \$26,000 annually to address safety concerns throughout town. Often this funding is not enough and we have had to request Warrant Articles to supplement our budget in order to make improvements to our sidewalk network or complete construction projects. In March 2016, the Town of Hampton voters were presented with a warrant article for additional funding in the sum of \$45,650 and it overwhelmingly passed with a vote of 3036 to 486. Our voters are aware of the importance of our sidewalks, their need to be safe and the valuable connection they make between our schools and throughout town.

Our department is dedicated to assisting in the preparation of the proposed warrant article for funding and intend to play an active roll in the completion of the proposed project. We will assume the responsibility for the future maintenance ensuring that the improvements remain part of our walking and bicycling culture. We encourage the Selection Committee to select the Town of Hampton for this funding.

Yours Truly,

  
Chris Jacobs, P.E.  
Town of Hampton  
Director of Public Works

cc: Fred Welch, Town Manager  
Jennifer Hale P.E., Deputy Director DPW



### 3.3.4 Non-Motorized Transportation

#### 3.3.4.1 Pedestrian

Walking is an important part of the transportation mix in Hampton. As mentioned earlier in this chapter, about 3% of all commuting trips made by residents are on foot or by bicycle. In addition to those commuting trips, many children walk to and from school, shoppers walk to and from downtown businesses, many residents walk for recreation and/or fitness, and in summer months throngs of pedestrians in the Beach area crowd the sidewalks and mix with vehicle traffic. The *Hampton Beach Master Plan* includes a detailed analysis of pedestrian issues and recommendations for the Beach area.

As such, this chapter will address pedestrian issues more broadly for the Town as a whole.



*Sidewalk connection to the Lane Memorial Library.*

The historical development of much of Hampton along rail lines, coupled with the availability of public water and sewer and the resulting smaller lot sizes in town, have resulted in a development pattern that makes much of the community conducive to walking. A core downtown area provides shopping, services, and Town services, while additional commercial development is a short distance from the downtown and many residential areas. Several schools and recreational facilities are located within, or in close proximity to, residential neighborhoods.

Sidewalks on several major north-south and east-west roads provide a core network for the Town. The Public Works Department has two sidewalk plows for winter use to clear sidewalks on main roads in the downtown and Beach areas.

The Town has continued to invest resources into its sidewalk system, albeit on a limited basis. In recent years, the Town has improved sidewalks along Route 1 north of NH 27/High Street, extended the sidewalk on the north side of NH 27/High Street west to Route 101, and upgraded sidewalks on Mill Road between NH 27/High Street and Mace Road. The Planning Board, in reviewing commercial and residential developments, is responsible for working with applicants to obtain connections to the Town's sidewalk network as appropriate.

While basic pedestrian facilities are in place in the more urbanized parts of Town, improvements are still warranted. Primary pedestrian-related issues for the Town include:

- Adequate maintenance of existing sidewalks
- Spot improvements to correct deficiencies
- New sidewalk construction to link neighborhoods to core sidewalk network
- Safe pedestrian crossings, particularly across Route 1
- Identification of safe school bus stop locations and safe facilities for students to access those stops
- Adequate sidewalks and crosswalks in the vicinity of schools to safely accommodate students walking to school





*Pedestrian crosswalk across U.S. Rte 1 south of NH 27/High St.*

- Subdivision and Site Plan Review Regulations do not specifically require pedestrian facilities be provided in development proposals

The Public Works Department has endeavored to develop a list of needed sidewalk improvements in Town, but the lack of funding has limited efforts to develop a plan and make the needed improvements. A town-wide inventory of sidewalks, pedestrian crossings, primary school bus stop locations and other facilities would be useful in developing a comprehensive plan for addressing pedestrian needs. This information could be developed as a data layer in the Town's Geographic Information System (GIS) for ease of analysis and to support any other related planning efforts.

#### 3.3.4.2 Bicycle

Bicycle transportation represents a seasonally dependent alternative to motorized transportation as well as a popular recreational activity. The popularity of cycling as both a travel mode and recreational activity has increased over the past ten years, making the potential usage higher than previously experienced. Because of the surge of summertime visitors and orientation of activity around the beach areas, the Town of Hampton in particular, is in the position to promote cycling as a means of seasonal transportation.

The Seacoast Metropolitan Planning Organization has adopted a regional bicycle plan that advocates the incorporation of bicycling design features into the transportation system and communities as a whole. Recommendations include a regional bike route network, supporting amenities (i.e. bike racks, development design to accommodate bicyclists) and education and promotion efforts. The Town successfully applied for federal Transportation Enhancement funds to implement bicycle improvements from the Exeter town line to Hampton Beach, via NH 27/High Street and Winnicunnet Road.

In 2002 the NHDOT, in coordination with the State Bicycle/Pedestrian Advisory Board and cyclists around the State, developed a statewide bicycle map that was based on the regional planning work. The network is comprised of roadways that connect communities and major centers, often with lower traffic volumes and thus reduced conflict between motorists and bicyclists. The routes through Hampton, shown on **Map TS-3**, are consistent with the Town and regional proposed bicycle route. Several of the roads have low enough traffic volumes that dedicated bicycle facilities (i.e. paved shoulders, bicycle lanes) are not necessary; however, the routes should be signed as part of a bicycle network.

A potential multi-use trail facility through Hampton exists in the form of the abandoned Hampton Branch railroad right of way discussed in Section 3.2.5 (Passenger Rail Service) above. The corridor has potential value for both motorized and non-motorized travel. The NH Department of Transportation has a policy of purchasing and "railbanking" abandoned railroad corridors when possible, thus preserving the corridor for future use. In certain cases, when funding is available, the corridor is maintained for trail use until such time as it is need for other transportation purposes.







6. Design and construct pull-outs at major school bus pick-up locations, as well as at selected locations along major roadways, to address traffic queue issue by allowing traffic to pass buses once loading/unloading is finished.
7. Utilize access management techniques and/or enforce posted speed limits to mitigate residents' concerns about truck traffic accessing Industrial-zoned districts, while still allowing the necessary access to the Industrial areas.
8. Develop and adopt flexible road design guidelines to minimize unnecessary impervious surfaces and promote context-appropriate design based on the proposed roadway's function.

### 3.6.3 Public Transportation

1. Continue to provide financial support for existing demand-response transportation service operated by Lamprey Transportation.
2. Support public transportation services that address the seasonal fluctuation in transportation need of residents and visitors. The Town should dedicate funding to support existing COAST fixed-route bus service along the Route 1 corridor (COAST Seacoast Route). Additionally, the Town should consider dedicating funds to support seasonal trolley service and special event transit service (i.e. Seafood Festival) to serve residents, as well as to help alleviate seasonal traffic congestion.
3. Explore alternative ways of funding public transportation, including adoption of the local option vehicle registration fee as allowed under RSA 261:153 (requires approval of voters at Town meeting).
4. Coordinate with the Rockingham Planning Commission (RPC) and COAST, as appropriate, in planning future expansions in public transportation service to serve Hampton, such as modifications to COAST Route #7 or the establishment of seasonal shuttle service to/from the Exeter train station.
5. Continue the Town's participation in the development of the RPC's Alternatives Analysis study to examine the feasibility of establishing public transportation service, including a passenger rail option, from Seabrook to Kittery, Maine. Based on the study's findings, the NHDOT, the RPC and affected communities should work to implement the recommendations, including identifying a state/local funding plan, if necessary.

### 3.6.4 Non-motorized Transportation

1. Construct and maintain the previously funded Town bikeway project to complete the Exeter-Hampton-North Hampton bicycle route loop, and work with the NH Department of Transportation on developing and installing bike route markers.
2. Conduct a town-wide inventory of sidewalks, pedestrian crossings, primary school bus stop locations and other facilities in order to developing a comprehensive plan for addressing pedestrian needs.
3. Ensure that adequate sidewalk and bikeway connections are in place in the immediate vicinity of schools to accommodate and encourage students to walk and/or bicycle from surrounding residential neighborhoods.



4. Amend the Town's Subdivision and Site Plan Review Regulations to address the need for sidewalks in residential and commercial development proposals and connectivity within the community.
5. Coordinate with the NH Department of Transportation, the NH Department of Resources and Economic Development's Division of Parks and Recreation Trails Bureau, the Town of Seabrook and trail advocacy groups to examine the feasibility of developing a multi-use trail facility on the State-owned portion of the abandoned Hampton Branch railroad right-of-way.
6. Advocate for the examination of the long-term development of a shared "rail-with-trail" project on the Hampton Branch rail corridor, as part of the Alternatives Analysis study.
7. Develop and submit a Transportation Enhancement application for bike storage racks at selected locations in the Town, including the Hampton Beach area, downtown and selected public facilities.

### 3.6.5 Parking

1. Conduct a parking inventory and utilization study for the Town, focusing on the downtown area, and assess the need for additional daytime and/or overnight parking and other improvements. An adequate amount of public parking should be provided for public activity centers and facilities (i.e. Eaton Park, Public Library) appropriate for the neighborhood.
2. Work with School Administrative Unit #21 officials and area residents to address neighbors' concerns about unsafe situation created by on-street student parking.

### 3.6.6 Transportation Funding

1. Continue to fund the Town's Road Improvement Capital Reserve Fund (established by Article 16 at the 1998 Town Meeting).
2. Develop and present a warrant article to Town voters on implementing a local option vehicle registration fee, as allowed under RSA 261:153, for the purpose of building a dedicated funding source for other transportation improvements such as bicycle and pedestrian facilities and/or public transportation.
3. Consider the inclusion of a road impact fee in the Town's assessment methodology for the Impact Fee Ordinance, to allow the Town to require that new development pay for the increased stress on the transportation system created by the development.

Notes:

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- **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?*



- **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.*



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

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- **Stress Analysis:**

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

A - Facility is reasonably safe for all children.

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

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

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

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

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



# Town of Hampton, New Hampshire

## DEPARTMENT OF PUBLIC WORKS

### 2017-2022 CAPITAL IMPROVEMENT PLAN

2017	2018	2019	2020	2021	2022
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Prepared By: Chris Jacobs, PE - Director of Public Works  
Jennifer Hale, PE - Deputy Director of Public Works

Date: May 5, 2016

- Contents:
- Streets and Roads
  - Sidewalk Projects
  - Sewer Main Projects
  - Wastewater Treatment Plant Projects
  - Drainage Collection Lines & Maintenance Projects
  - Solid Waste Collection & Transportation Projects
  - Public Works Buildings & Grounds Projects
  - Vehicle Replacements

Capital Improvement Plan  
PROJECT EXPENDITURE SUMMARY

Sidewalk Project	2017	2018	2019	2020	2021	2022	Funding
Landing Road (Tide Mill Road - Malek Circle)	\$20,000						Annual Budget Account
Lafayette Road (Part of Sewer Project)	\$169,310						Capital Reserve + Bond
High Street - Marston to Mill		\$31,000					Annual Budget Account
High Street - Hobbs to Marston Way			\$34,000				Annual Budget Account
High Street - Thomsen to Hobbs				\$26,000			Annual Budget Account
High Street - Tobey to Thomsen					\$60,000		Annual Budget and & Warrant Article
High Street - Mill to George						\$27,000	Annual Budget Account
Sidewalk Improvements	\$25,000	\$25,000	\$25,000	\$25,000		\$25,000	Warrant Article
Areas needing repair (allowance)				\$3,000		\$3,000	Annual Budget Account
ADA Compliant Ramps at crosswalks (allowance)	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	Annual Budget Account
Total Estimated Costs	\$219,310	\$61,000	\$64,000	\$59,000	\$65,000	\$60,000	Updated 5-6-16

Annual Budget Account	\$26,000	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000	
Warrant Article Funding	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	
Capital Reserve + Bond	\$169,310						
Total Funding Requested	\$220,310	\$61,000	\$61,000	\$61,000	\$61,000	\$61,000	

**Notes:** Sidewalk priority and condition used in determination of future work.

(H:\DPW Inventory\Infrastructure Managment\Sidewalk\Sidewalk Master)



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

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

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**D) Socioeconomic Benefits: Is the project located in an area where improved mobility and access can be provided to underserved populations?**

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- *The Department will determine if your project falls in an area that will benefit an underserved population based on free and reduced school lunch programs.*

***NO ACTION NEEDED FROM APPLICANT FOR SECTION D***

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

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- *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 E***

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

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- *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:** \_\_\_\_\_

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**6) Application Submission Information:** The application is an adobe .pdf form and it must be saved and submitted in electronic format on either a CD or a USB thumb drive. Any supporting documents like the Map, Letter of support and other supporting documentation need to be submitted with the application in pdf format and saved to the CD or USB thumb drive.

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**APPLICATIONS ARE DUE FRIDAY SEPTEMBER 2, 2016 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 as a pdf 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 2, 2016. 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 by the Department on or before 4:00pm on September 2, 2016**

Direct any questions to: Tom Jameson, email: [tjameson@dot.state.nh.us](mailto:tjameson@dot.state.nh.us) , phone: 271-3462