

For NHDOT use only:

Application #: _____

LOI Received on: _____

MMW Attendee: _____

MMW Date: _____

Application Received on: _____

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Round 3 - 2018 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 New Castle, New Hampshire

Mailing Address: PO Box 367
New Castle, NH 03854-0367

Telephone: 603-431-6710 ext #1

Email: ncpcullen@comcast.net

Contact Name: Ken McDonald

Title: Administrative Project Coordinator

Mailing Address: PO Box 367
New Castle, NH 03854-0367

Telephone: 603-431-6710 ext #1

Email: adminproject@newcastlenh.org

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)

New Castle is unique in comparison to other communities in the State of New Hampshire. The only road that goes through our small island community is a state owned highway, NH Route 1B. Our goal along this corridor is to improve safety for all users of the state highway and particularly vulnerable road users including the many people walking, running and riding bicycles along the corridor. We want to accomplish this with the use of shoulder widening and sidewalks to the extent possible.

The Town of New Castle is proposing to add a sidewalk with shoulder expansions through one of the most dangerous sections of US Route 1B within the Town of New Castle. The proposed segment would be approximately 670 Linear Feet in length from Beach Hill Road to Pit Lane. This segment will provide a connection to Pit Lane for children who live on the south side of the island to safely get to school.

NH Route 1B is designated by the NHDOT as a State Bicycle Route, U.S. Bicycle Route 1, the New Hampshire Coastal Byway, and the on-road route for the East Coast Greenway. It is also part of the "New Castle Loop" that is a very popular bicycling and walking route for Portsmouth, New Castle and Rye residents. Based on the StravaMetro data on bicycle and running/walking used purchased by NHDOT this is one of the most heavily traveled bicycle routes in New



Resources within project limits:

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

We have identified a several project challenges. These include:

- 1) Limited right of way
- 2) Ledge removal will be needed at Shaw's Circle to achieve desired shoulder and sidewalk width. It will also improve line of sight.

Natural resources in the project area include the following:

- 3) Freshwater wetland area opposite the intersection of Wentworth Road and Pit Lane. NH DES applications and permits will be required. New Castle Conservation Commission has indicated

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

The proposed project follows NH Route 1B. This segment of the state highway is also referred to as Wentworth Road.

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

NH Route 1B

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

N/A

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

N/A

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

670 Linear Feet

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

The proposed project will add approximately 2'-3' feet of shoulder width to achieve a width of 4'. In addition, the proposed sidewalk will add an additional 4' on the West side of NH Route 1B.

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

The proposed sidewalk and shoulder widening will be paved

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

NH Route B is a State-owned right of way.

The additional property owners potentially impacted with the installation of this segment include:

Kevin & Kathleen Kelleher, PO Box 225, 218 Wentworth Road, New Castle, NH 03854
Nancy Vilas, PO Box 172, 212 Wentworth Road, New Castle, NH 03854

3. Project Cost Estimate

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

Note: to avoid errors 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

%

Reason for non-participating funds

Non-Participating \$

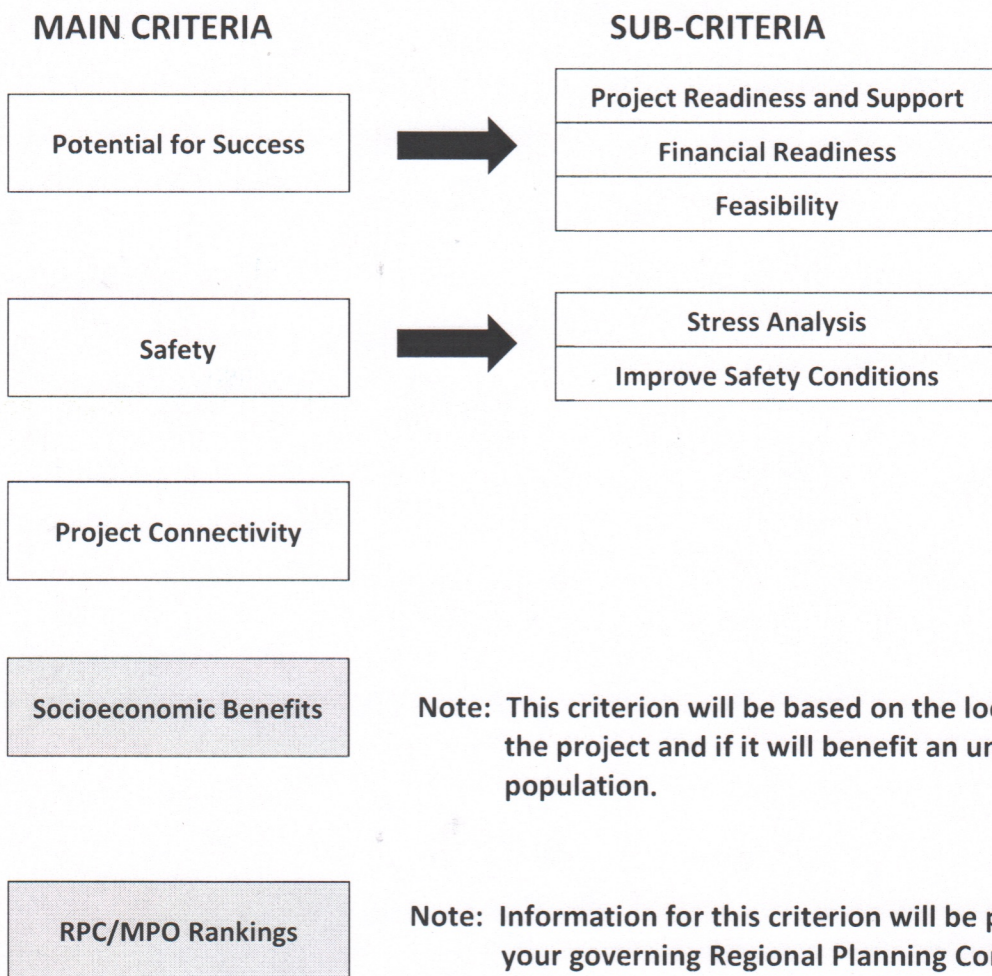
Funding Total \$
(Min. \$400,000 Max.\$1,000,000)

Calculated Field

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.*)

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



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 groups? 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)*

Widening shoulders along Route 1B is a recommendation of the 1996 and 2015 Corridor Management Plans for the NH Coastal Scenic Byway. Desire for better shoulders on both routes came across as a priority in an extensive community survey and series of community meetings completed in 2014 for the updated to the corridor management plan.

It is also a recommendation of the 2009 Conceptual Design and Implementation Plan for the New Hampshire Seacoast Greenway (NHSG), New Hampshire's segment of the East Coast Greenway. In 2008, Route 1B and 1A were designated by NHDOT and corridor communities as the on-road route for the NHSG.

As the governing body, the New Castle's Selectmen support the goal of increasing safety of the people bicycling and walking in the community.

Supporting Organizations:

New Castle Selectmen
New Castle Police
New Castle Conservation Commission
New Castle Safe Path Committee
Maude H. Trefethen Elementary School
NH Republican State Senator and resident Dan Innis
NH Democratic State Senator and resident Kate Murray
Seacoast Area Bicycle Riders (SABR)
New Hampshire Seacoast Greenway Committee (NHSG)
Dr. James Zuckerman
Brad Greeley

Supporting Plans:

- **Financial Readiness:** *(TAP is a reimbursement program. Sponsor will have to gross appropriate funds for the entire project. (The 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 New Castle Selectmen have committed to supporting a warrant article for the local funding needed to match Federal TAP dollars if the project is selected. The warrant article will gross appropriate the full project cost, with the anticipated 80% cost reimbursement under the project award.

If selected, the Warrant article will be proposed at the May 2019 Town Meeting.

- **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.*

NH Route 1B is one of the oldest rights of way in the state, and is very narrow along most of its length. This proposed segment is not within the New Castle Historic District.

New Hampshire Department of Environmental Services (NHDES) permitting will likely be triggered by shoulder widening near Pitt Lane. The New Castle Conservation Commission supports the project and will assist with the permit and application process if needed.

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.

- **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.

A current level of Traffic Stress rating for Route 1B would likely be C/D. Route 1B has extremely narrow shoulders and narrow travel lanes. Only one permanent NHDOT traffic count location exists on Route 1B. This is at the Rye Town Line, (south of the Wentworth by the Sea Hotel) outside of the proposed project area, and has an AADT of 4,000 vehicles/day (2013). Peak summertime traffic levels are higher given the scenic nature of the road.

Following project completion we anticipate Level of Traffic Stress through the project area will be B, accommodating users with basic skills and knowledge of traffic.

- **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.*

The proposed shoulder widening will bring shoulder width throughout this section of NH Route 1B up to approximately four feet on each side from a current width of a foot or less in some areas.

With increased shoulder widening and the addition of a four foot sidewalk, it will eliminate many of the existing impediments that are experienced today:

These impediments are:

- 1) In many places, no shoulder
- 2) In many places no refuge
- 3) Limited line of sight, specifically at Shaw's Circle

The intention is to add as much shoulder width as possible to improve safety.

Attached to this application you will find the following supporting documentation:

- 1) NHDOT Transportation Data Management System. This document represents traffic volumes.
- 2) NH Coastal Byway Corridor Management Plan (2015). This document recommends widening shoulders on Route 1B.
- 3) NH Seacoast Greenway Conceptual Design & Implementation Plan. This document recommends shoulder widening to most of Route 1B through New Castle.
- 4) 2040 Long Range Transportation Plan - Rockingham Planning Commission. This document recommends a regional priority for improving specific on-road bicycle and pedestrian routes (NH1A & NH1B) that includes New Castle.

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.

- *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.*

Route 1B is a key segment of the NH Coastal Scenic Byway and U.S. Bicycle Route 1, which extends on Route 1B and Route 1A from Portsmouth to Seabrook. The corridor management planning process conducted by Rockingham Planning Commission, UNH Department of Natural Resources and a regional advisory committee in 2014-2015 identified several segments of the Byway where shoulder improvements would improve safety, including along Route 1B.

Route 1B is also part of the "New Castle Loop", a very popular and heavily traveled walking, running and bicycling loop through New Castle, Rye and Portsmouth. Other key projects that have made safety improvements on the New Castle Loop include replacement of the old steel grid Sagamore Creed Bridge with a new structure solid decks, sidewalks and shoulder bicycling route, and pedestrian and bicycle accommodation improvements on the Sagamore Avenue segment of Route 1A extending from Middle Road to Sagamore Creek.

The Project area is already highly traveled by people walking and riding bicycles. Based on StravaMetro data on bicycling/running/walking activity purchased by NHDOT this is one of the most heavily traveled bicycle routes in New Hampshire, secondly only to adjoining segments of Route 1A in Rye. Strava data for bicycle usage shows between 750-1,000 unique riders using the project area.

As part of the Corridor Management Plan for the NH Coastal Scenic Byway, a series of counts of people walking and riding bicycles was taken at the entrance to New Castle Common on two weekdays and one Sunday in September 2014. These two hour samples found 89 and 106 users respectively on the two weekdays, and 166 users on the Sunday. Extrapolating using the model from the National Bicycle & Pedestrian Documentation Program developed by the Institute of Transportation Engineers and Alta Planning & Design, these result in monthly estimates for September of 20,750 bike/ped users to 26,206 bike/ped users. Extrapolated annually using the same model, this yields an estimated 162K-238K annual bicycle and pedestrian trips through the projected area.

With private donations currently totaling \$70,000.00 the New Castle Selectmen have approved the extension of a three foot paved shoulder and a four foot paved granite curbed sidewalk (340') on the south-east side of NH Route 1B from Wild Rose Lane to Rodgers Blvd. We continue to work extensively with CMA Engineering and the State of NH in obtaining the necessary approvals. We anticipate installing this 340' section in the fall of 2018. We are currently acquiring a deeded right of way, once this has been acquired, we will receive final approval from NHDOT and the project will start.

Although the proposed segment (670') of sidewalk and shoulder widening will not connect to the above mentioned project, this segment was identified as one of the most dangerous sections in the Town of New Castle. The creation and implementation of this segment will

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

- *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

E) 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 E

Only one application will be accepted per municipality

- *The Department received 45 letters of interest requesting more than \$28 million in federal funds. Round 3 of the TAP has approximately \$5.3 million in federal funds available for projects.*

5) **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.

APPLICATIONS ARE DUE FRIDAY SEPTEMBER 7, 2018 BY 4:00 PM!

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 4:00 PM September 7, 2018. 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 4:00 pm on September 7, 2018

Direct any questions to: Tom Jameson, email: tom.jameson@dot.nh.gov , phone: 271-3462