

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:

Mailing Address:

Telephone:

Email:

Contact Name:

Title:

Mailing Address:

Telephone:

Email:

Governing Regional 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)

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)*

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
 %

Non-Participating \$

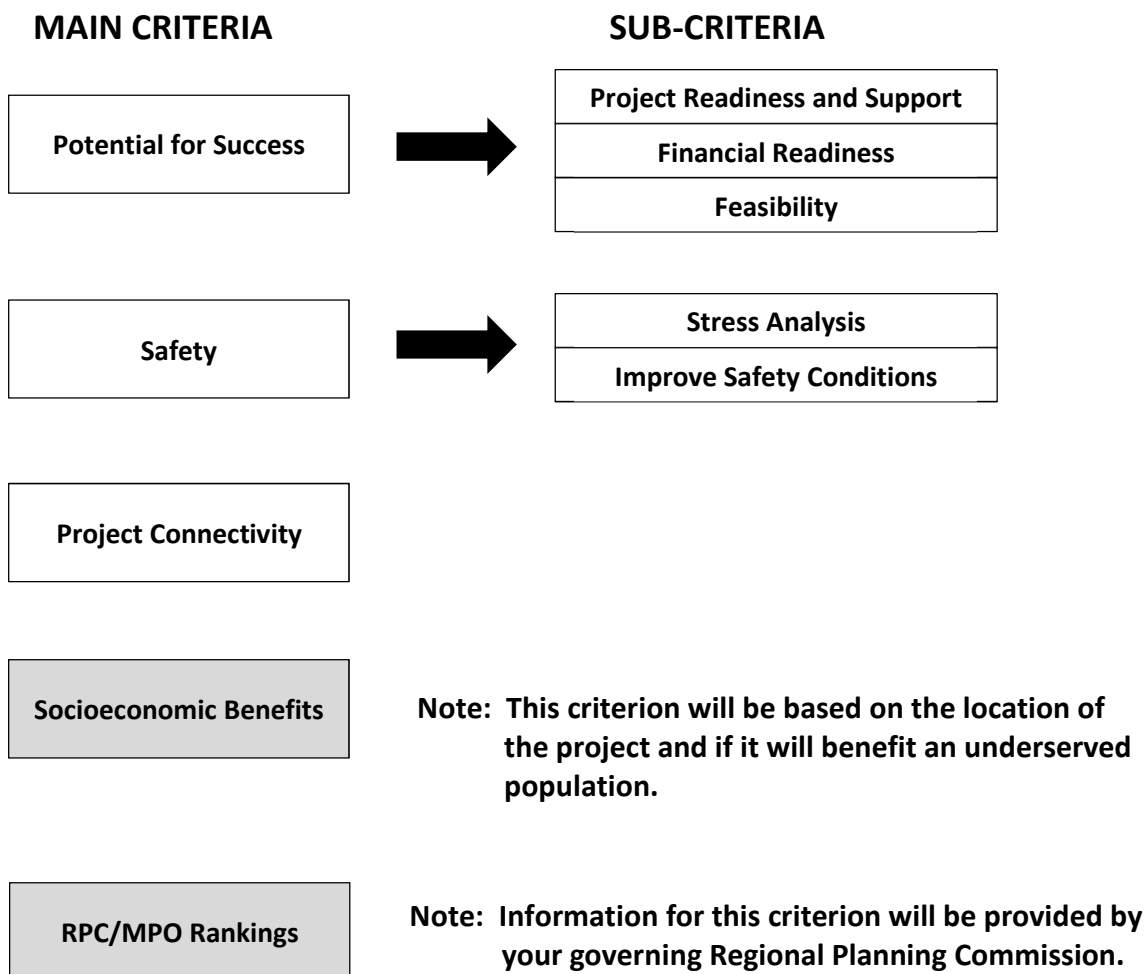
Funding Total \$
(Min. \$400,000 Max.\$1,000,000)

Reason for non-participating funds

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)*

- **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?*

- **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.*

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.

- **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.*

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.*

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:

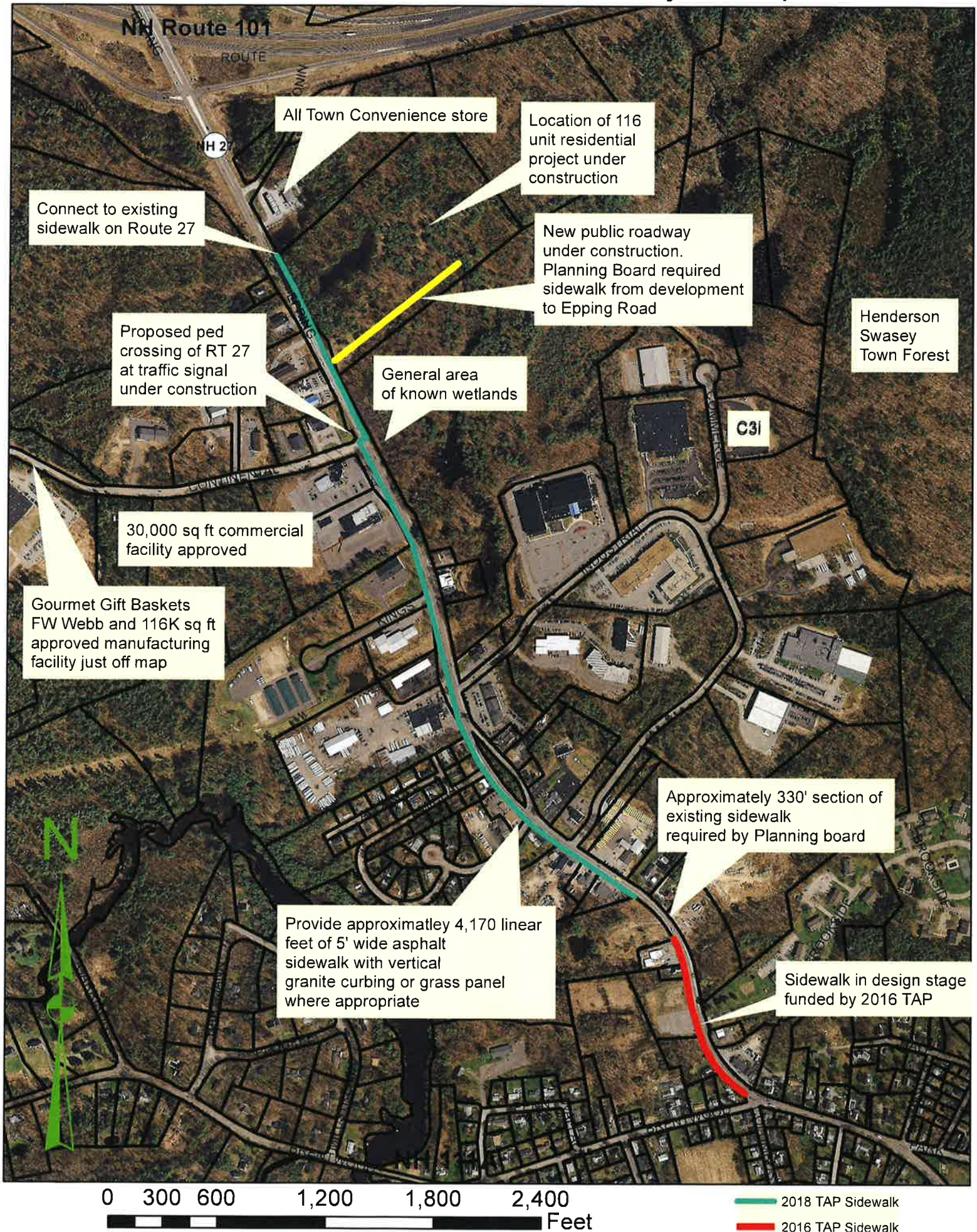
- *Hand-delivered to:* Thomas Jameson, TAP Program Manager
NHDOT Headquarters
Bureau of Planning & Community Assistance
7 Hazen Drive, Concord NH
- *Mailed to:* **Thomas Jameson, P.E.**
TAP Program Manager
NHDOT, Bureau of Planning & Community Assistance
7 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

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

ATTACHMENT #1

Exeter TAP 2018 Sidewalk Project Map



ATTACHMENT #2

EXETER ROAD ACCESS MANAGEMENT STUDY



156 Water Street
Exeter, NH 03833
www.rpc-nh.org
phone: 778-0885

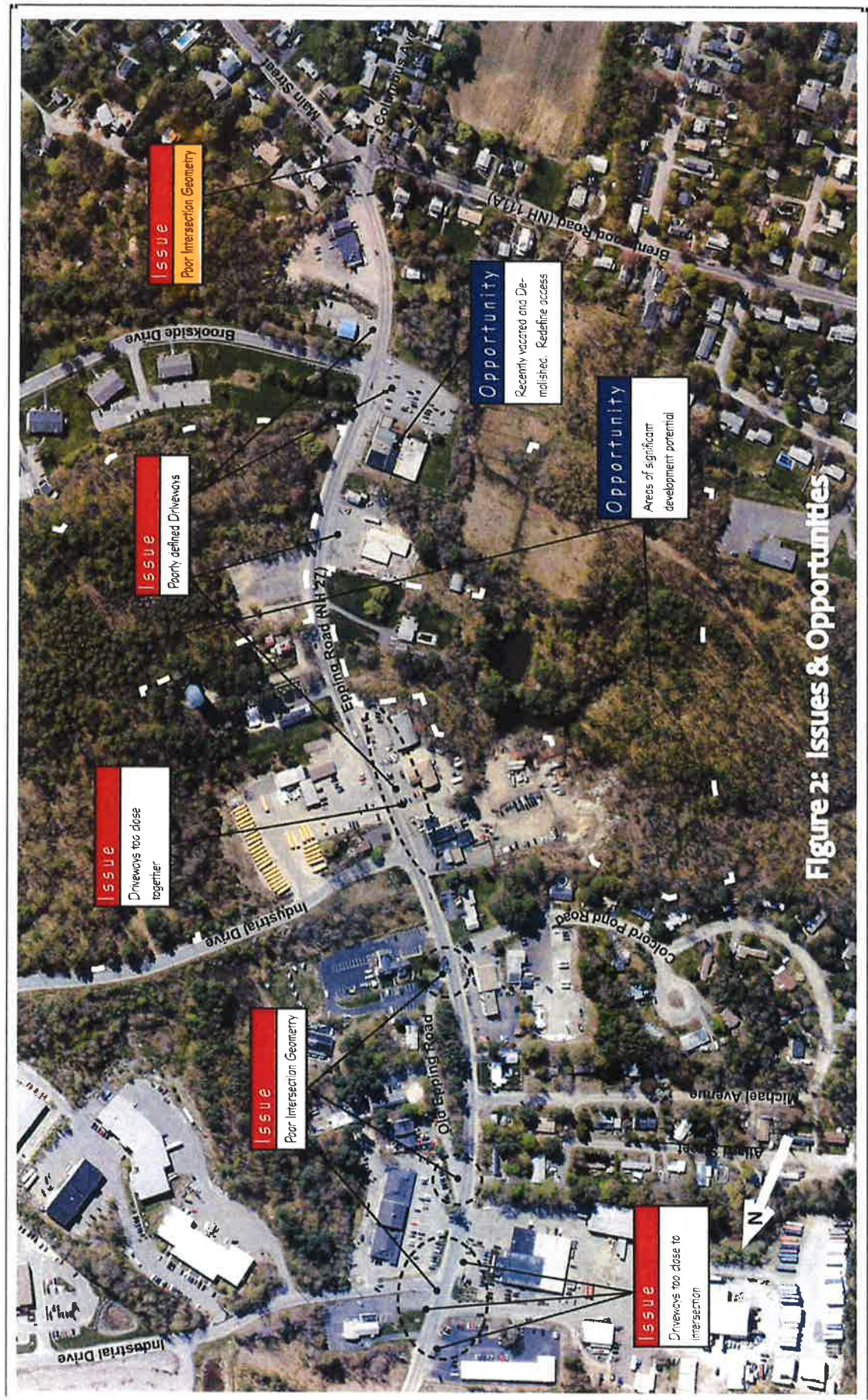


Figure 2: Issues & Opportunities

potential, particularly the parcels along Continental Drive which has the potential to add approximately 660 PM peak hour trips if all parcels are fully developed. This is 50% of the development potential on the corridor.

- **Poor roadway geometry:** Some of the intersections and driveways along the corridor create difficulties for turning traffic, especially trucks.
- **Limited Right-of-Way:** Epping Road is a “4 Rod Road” with a 66 foot right-of-way. While parcel-by-parcel information has not been collected, this width limits roadway expansion without potentially significant land acquisitions.

At the same time, there are some opportunities present on Epping Road that when taken advantage of, can help shape the nature of improvements:

- **Mixed Land Use:** The mixed residential, commercial, and industrial are complimentary and with the proper supporting infrastructure can reduce travel and generate economic growth on the corridor.
- **Set-backs:** Most of the buildings along the corridor are substantially set back from the roadway, reducing the impacts of any improvements, and adding flexibility in what can be implemented.
- **Development potential:** There is significant development potential along and adjacent to the corridor, especially along Commercial Drive. This provides an opportunity to have necessary improvements constructed as part of development agreements, impact fees, or other financing mechanism.
- **Pedestrian & Bicycle improvements:** Currently shoulders are limited in width and sidewalks only extend a short distance into the study area, ending just north of the intersection with NH 111A. Improvements along the corridor should look to include pedestrian and bicycle improvements as appropriate.
- **Aesthetics:** Epping Road serves as one of the primary gateways into the community and there is an opportunity to improve the aesthetics of the roadway in that regard.

Previous Studies

In 1994 and 1995 a two phase study of the Epping Road corridor was undertaken to analyze existing conditions, project future traffic volumes, and develop a cohesive plan for the corridor that could be used to guide growth and development and issues 20 years into the future. Some of the noted conditions from that study were:

- Left turn departures from any intersecting street or driveway on the corridor involves the most delay, have the least capacity, and the lowest level of service.
- Worst conditions (LOS C) on left turn departures from Industrial Drive (North and South) and from NH 111A/Columbus (LOS E)

els to facilitate good access management:

- Limiting the number of conflict points, primarily the intersection of driveways with a street, or the intersection of two or more streets.
- Separating conflict points by providing sufficient space (time) between them.
- Removing turning vehicles from through traffic lanes with left or right turn lanes.
- Reducing conflicting volumes of traffic by providing alternative ways to travel between sites without having to access the roadway network.
- Improving roadway operations by preserving the function of the roadway and providing standards appropriate to the volume and type of traffic.
- Improving driveway operations through better designs.

Access Management Techniques

The six practices above have resulted in a large number of specific techniques that can be utilized to manage access on a roadway. This section details these techniques and provides appropriate standards and thresholds for the community to implement.

RESTRICT THE NUMBER OF DRIVEWAYS PER LOT

Lots which have frontage on one highway only should be allowed a single driveway. An exception can be made when two, one-way driveways are substituted for a single driveway. Lots with frontage on both an arterial highway, and an adjacent or intersecting road should not be permitted to access the arterial highway, except where it can be proven that other potential access points would cause greater environmental or traffic impacts. The current Epping Road Strip Management Ordinance requires that any development within the district have no more than one driveway on the roadway unless frontage is greater than 1,200 feet in which case one access per 600 feet of frontage would be allowed.

RESTRICT THE NUMBER OF LOTS

Currently lot size and frontage requirements within the study area are dependent upon the zoning district that the parcel is included in. Minimum frontages range from 100 to 175 feet, and minimum parcel sizes range from as small as 20,000 square feet (approximately ½ acre), to as large as a 4 acres (See Table 8 for details). The differing standards create inconsistencies along the corridor that allow for a much greater density of driveways on the southern section than in the northern section.

REGULATE THE LOCATION, AND SPACING OF DRIVEWAYS

Traffic safety studies have shown that traffic accident rates increase as driveways and road access points become denser. By establishing a minimum distance between access points on the roadway as shown in **Table 10**, conflicts are separated and drivers are provided with more opportunity to assess and react to potential conflicts, improving safety for all users. Driveway alignment on opposing sides of the street can have impacts on the safety and ef-

Table 10: Minimum Spacing of Access Points

Posted Speed Limit (mph)	Centerline to Centerline Driveway Spacing (ft)	Approx. number of driveways per 500 feet	Approximate number of driveways per mile
20	85	6	62
25	105	5	50
30	125	4	42
35	150	3	35
40	185	3	29
45	230	2	23
50	275	<2	19

From Iowa State University Access Management Tool Kit,
<http://www.ctre.iastate.edu/Research/access/toolkit/index.htm>

iciency of exiting maneuvers, particularly left turns. The ideal situation has driveways on opposite sides of the roadway spaced adequately for the speed of the roadway so that exits from one driveway are not blocked from one opposite it. The greater the speed, the greater the offset between driveways, ranging from approximately 250 feet at 25 MPH to 750 feet at 50 MPH. Driveways directly opposite each other are less desirable, but establish the proper layout for future traffic signals. The worst conditions for driveway movement are those that are slightly offset so that movements across the roadway from one driveway to the other are possible but difficult. In addition, this type of close layout causes left turning traffic entering the driveways to block traffic exiting from the other drive. Currently, the Epping Road Strip Management Ordinance requires that access points be located directly opposite each other across Epping Road where possible. For low volume driveways and locations where future traffic signals are likely this is effective, however at higher volumes the left turning traffic from the driveways can interfere with each other creating delay and safety issues.

ENCOURAGE SHARED ACCESS TO PARCELS AND DRIVEWAY CONSOLIDATION

Adjacent properties can often share driveways and parking lots with only minor modifications to site plans and this can have a significant impact on the number of driveways on the roadway. Cross lot connections allow drivers and pedestrians to access multiple adjacent properties without utilizing the arterial roadway, lowering the volume of traffic and reducing conflicts. This is required by the Epping Road Ordinance and has been applied to a limited extent along corridor as development has occurred, but most often each parcel has its own access point to the roadway.

LOCATE DRIVEWAYS AWAY FROM INTERSECTIONS

Ensuring that the functional area of an intersection is free of driveways has a positive impact on both the operation of the intersection as well as safety. The exact distance that a driveway should be from the intersection is highly dependent upon the type of intersection (signalized or not), it's configuration, signal timing, presence of turning lanes, traffic volume and speed. It will also be dependent upon whether the access point is located on the

PEDESTRIAN & BICYCLE FACILITIES

Pedestrians and cyclists are best served by limiting the number of crossing points (driveways) and by making the crossings as narrow as is feasible. Crosswalks and user activated pedestrian crossing signals should be included at any signalized intersection. Shoulders should be a minimum of four feet and should be designed to accommodate bicycle traffic. Sidewalks and crosswalks should be set back from the mouth of the driveway, and the volume of pedestrians and cyclists should be a consideration in the determination of the driveway taper, turning radius, and speeds of entry and exit.

Recommendations

Given changes in the expected growth and community desires, some modifications to the recommendations from the 1994-95 studies are required. This Access Management plan includes improvements which are detailed in this section and access management policies and recommendations. The recommendations can be categorized into three aspects: Policy Changes, Roadway Changes, and Areas of Further Study.

Policy Changes

- ***Extend the Epping Road Strip Management Ordinance (C-3 Districts):*** Extending the ordinance to cover all parcels fronting on Epping Road between the NH 111A (Brentwood Rd) intersection and NH 101 would provide for consistent and appropriate access management and design along the entire length of the corridor. There are several parcels in the area not currently covered by the C-3 District that would be unable to meet the standards and a process should be developed that allows for exceptions for the redevelopment of these parcels as appropriate.
- ***Modify the access management requirements in the C-3 District:*** The content of the Epping Road Strip Management Ordinance (C-3 Districts) should include additional access management aspects. Specifically, it should modify the driveway location requirements and include additional driveway spacing and design standards, as described in the detailed access management component of this document.
- ***Improve Driveway Design:*** Many driveways along the corridor are poorly defined allowing for access and egress at many points along the parcel frontage. Other drives have poor access angles or other geometric issues that create turning movement difficulties, safety issues, and other inefficiencies. Detailed requirements for driveway design are discussed under the Access Management section of this document.
- ***Number of Driveways:*** Adjust the requirement limiting parcels to a single driveway to allow for two one-way access points as well as placing primary access points on connecting streets, such as Continental Drive and Industrial Drive, where possible.
- ***Minimum Lot Size:*** For lots within zoning districts with a minimum lot size less

ATTACHMENT #3



Town of Exeter, New Hampshire

2019 - 2024 CIP Project Request Form

Date Submitted: 6/28/2018

First Year Funding is Requested: 2019

Project Title: Epping Road Sidewalk Extension
Project Type: New construction/renovation
Project Cost: \$940,000

Project Ranking: _____ of _____
Useful Life (Years): 30
Master Plan (Y/N): Yes
Growth Related (Y/N): Yes
Service Related (Y/N): No
Externally Mandated (Y/N): No

Department: Planning
Contact Name: Dave Sharples



Project Description

This project is seeking to connect existing sidewalks on Epping Road (NH Route 27). The southern end of the proposed sidewalk on Epping Road will connect to a sidewalk that was required as part of a recent site plan approval of the Planning Board. This sidewalk required by the Planning Board runs along the frontage of 80 Epping Road for approximately 330'. However, a sidewalk connecting this portion to the existing sidewalk approximately 970' to the south is in the Engineering Study Phase of a recently approved TAP project. The sidewalk will be asphalt and approximately 4,170' in length and be constructed along the westerly side of Epping Road. Epping Road is a busy state route with approximately 12,000 cars per day. The corridor has seen recent growth with several new commercial and residential projects in the past few years with a 116 unit residential building being constructed in the northern section of the project area. This sidewalk will provide a direct connection between the commercial and residential growth on Epping Road to the Train Station and downtown Exeter. This project is dependent on receiving Transportation Alternatives Program (TAP) funding. If awarded, the Town's share of this project will be 20% of the total project cost which is anticipated to be approximately \$188,000.

Check all that apply

2019 - 2024 Source of Funding

- ☒ GO Bond/Borrowing
- ☒ Grants
- ☒ Taxes
- ☐ Water Fees
- ☐ Sewer Fees
- ☐ Impact Fees
- ☐ Revolving Funds
- ☐ Other

Project Benefits

- ☒ Reduces Liability
- ☒ Health or Safety
- ☐ Reduces Long Term Debt
- ☐ Other:

" Annual Operating Impact "

Salaries & Wages:
Employees Benefits:
Expenses:
Other:

Total:

Estimated Project Cost: \$0

Estimated Fiscal Capital Cost

\$0

As	FY20	FY21	FY22	FY23	FY24
FY19	\$940,000		\$	\$	\$
Operating Budget Impact by Fiscal Year					
Total Operating Expense (estimated) by Fiscal Year					
\$0	\$0	\$0	\$0	\$0	\$0

ATTACHMENT #4



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709

www.exeternh.gov

September 6, 2018

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

Dear Mr. Jameson:

Please allow this letter to serve as our support for the Transportation Alternatives Program application to construct sidewalks along Epping Road. The Planning Board discussed this project at a recent meeting and fully supports the application. The project is included in the 2019-2024 Capital Improvement Program and will address a goal in the Master Plan that states "Prioritize public improvements based on the Epping Road Access Management Plan and develop a 6-year schedule to be included in the CIP. Keep apprised of NHDOT (TAP) and other sources to augment CIP funding."

Sincerely,

A handwritten signature in cursive script, appearing to read "Langdon Plumer".

Langdon Plumer
Chair, Exeter Planning Board

ATTACHMENT #5



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709

www.exeternh.gov

September 6, 2018

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

Dear Mr. Jameson:

Please allow this letter to serve as our support for the Transportation Alternatives Program application to construct sidewalks along Epping Road. The Select Board of the Town of Exeter fully support providing accessible and safe transportation networks for all users and will work to bring forward a warrant article to the voters to provide the required match in the event funding is awarded.

Sincerely,

Julie Gilman
Chairman, Select Board

ATTACHMENT #6

TRAFFIC IMPACT ASSESSMENT

PROPOSED LIGHT INDUSTRY / DISTRIBUTION FACILITY

Exeter, New Hampshire

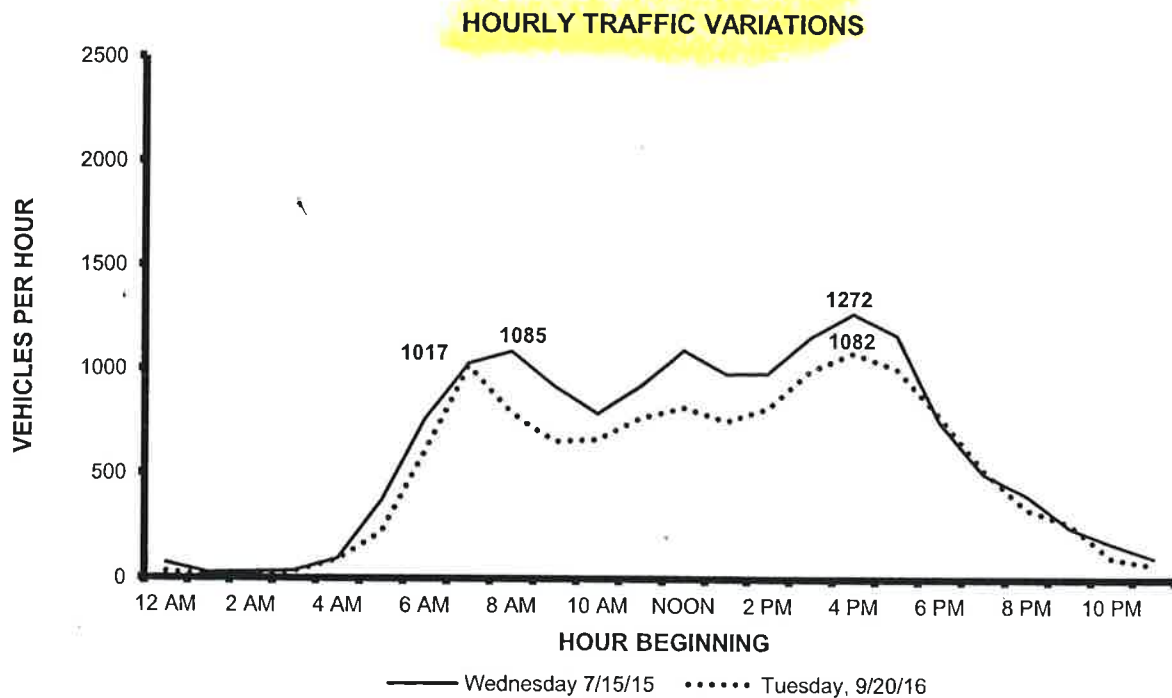
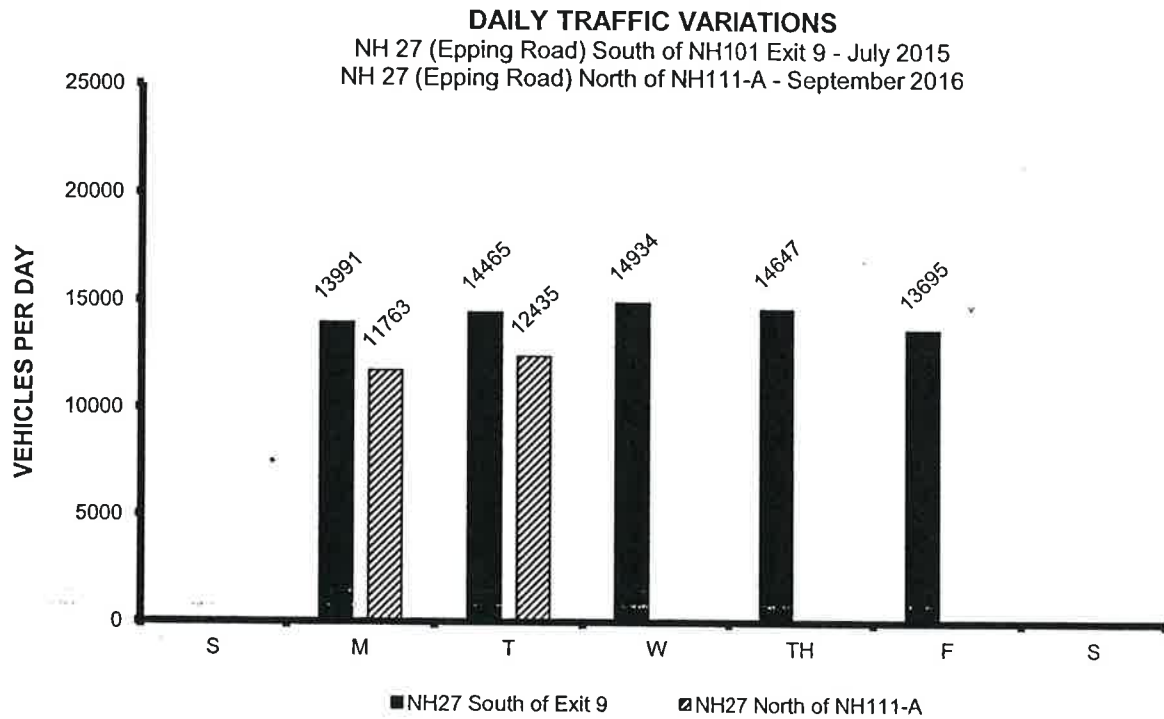
August 2017

Prepared for

Garrison Glen, LLC



**Stephen G. Pernaw
& Company, Inc.**



ATTACHMENT #7

	CONNECT Action	Town Lead	Town Support	Timeframe
6a	<p>Prepare a town-wide Bike and Pedestrian Master Plan that looks at both walking and biking as modes of transportation beyond recreation. Identify improvements to existing amenities and areas where new amenities could be feasibly installed to promote walking and biking. Use the concurrent parking study (or parking management plan if already developed) for Downtown to inform the plan.</p> <p>Destinations/Routes to consider:</p> <ul style="list-style-type: none"> • All public schools • Epping Road to Downtown • Lincoln Street/Train Station to Downtown • Portsmouth Avenue to Downtown • All surrounding residential areas to Downtown • Open space and recreational resources <p>Prioritize improvements/new projects and develop a 10-year schedule for implementation.</p>	Town Planner, Dept of Public Works	Planning Board	Short Term
6b	Research funding alternatives to augment the implementation of the bike and pedestrian master plan.	Town Planner, Dept of Public Works	Planning Board, Selectboard	Mid Term
6c	Consider amending Site and Subdivision Regulations to put more emphasis on pedestrian and bike access within new development (as appropriate) and making connections with neighboring residential areas as well as shopping areas and recreation/conservation lands.	Town Planner	Planning Board, Selectboard	Mid Term
7	Partner with the Rockingham Regional Planning Commission to study the feasibility of localized transit options (shuttles, trolleys, etc.) that connect destinations. Evaluate year-round and seasonal service. Consider possible routes, costs, and management of services.	Town Planner, Economic Development Director, Town Manager	Planning Board, Selectboard	Long Term
8	Support and advocate for improvements to the Downeaster train station to include a heated/air conditioned waiting area, ticket kiosk, and public restrooms.	Town Planner, Town Manager	Selectboard	Long Term/ Ongoing



TOWN OF EXETER, NEW HAMPSHIRE

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www.exeternh.gov

September 7, 2018

Mr. Thomas Jameson, P.E. TAP Manager
NHDOT Bureau of Planning and Community Assistance
John O. Morton Building
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

RE: Transportation Alternatives Program Application

Dear Mr. Jameson,

I am pleased to submit the enclosed application for the Transportation Alternatives Program. Please note that all the attachments are numbered and identified in the application and provided at the end in the order they are mentioned in the document. I know you have a lot of information to go through so I wanted to let you know how I organized the document to help the review process.

Thank you for your consideration.

Sincerely,

Dave Sharples, Exeter Town Planner