

For NHDOT use only: Application #: _____ LOI Received on: _____ MMW Attendee: _____ MMW Date: _____ Application Received on: _____
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**NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

Round 4 - 2021 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.

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 \$1,250,000)

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 \$1,250,000 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 \$
(\$1,000,000 Max. \$320,000 Min. for federal amount requested)

%
(80% Max. for TAP reimbursement)

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

%

Non-Participating \$

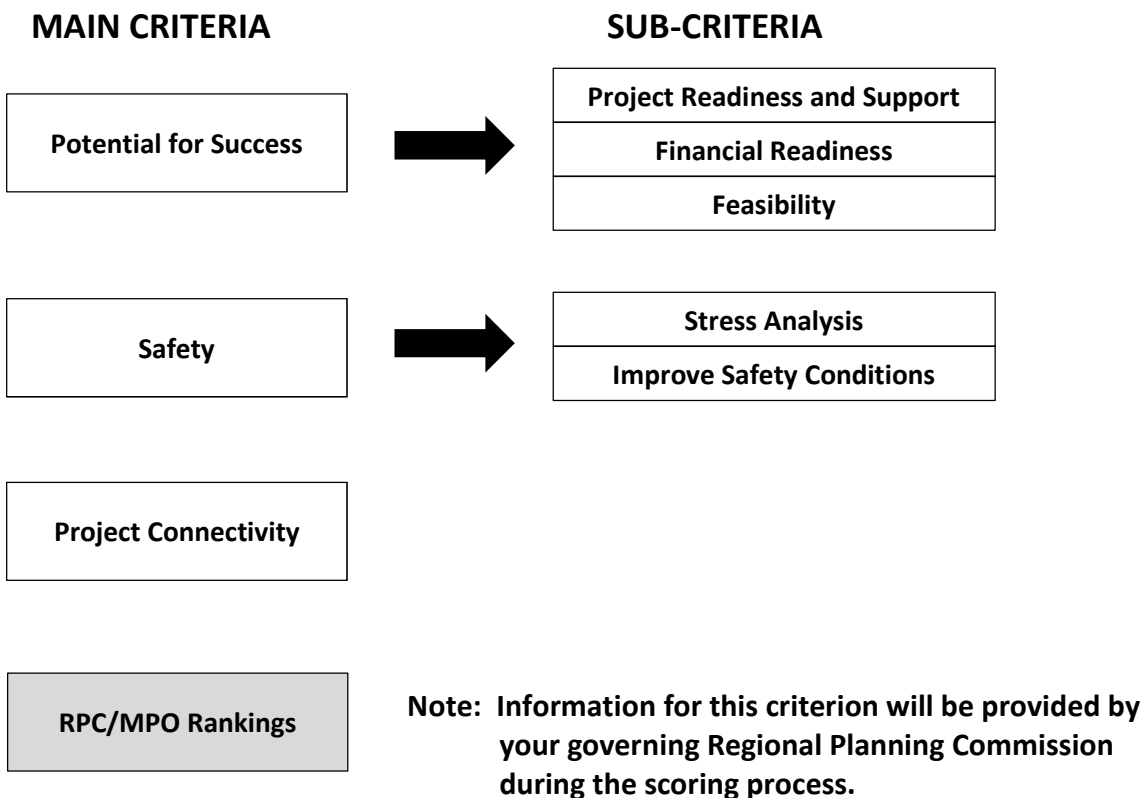
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

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

- **RPC/MPO Ranking criterion, Section D 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) 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 D

Only one application will be accepted per municipality

- *The Department received 43 letters of interest requesting more than \$29.6 million in federal funds.*

5) Application Submission Information: The application is an adobe .pdf form and it must be saved and copied to our Department FTP site. 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 FTP site. Directions on accessing the Department FTP site are below. A tutorial on accessing the FTP site and copying files will be on the TAP website.

APPLICATIONS ARE DUE BY 11:59PM FRIDAY MARCH 19, 2021!

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 copied to the Department FTP site. All supporting maps, letters and other documents must be saved as a pdf and transmitted saved to the Department FTP site with the application form.*

Naming Convention: *The FTP site has one folder for all submissions, **TAP Applications Round 4**. To keep track of the applications and attachments it is **essential** you follow the following naming convention. Name of town/city followed by file.*

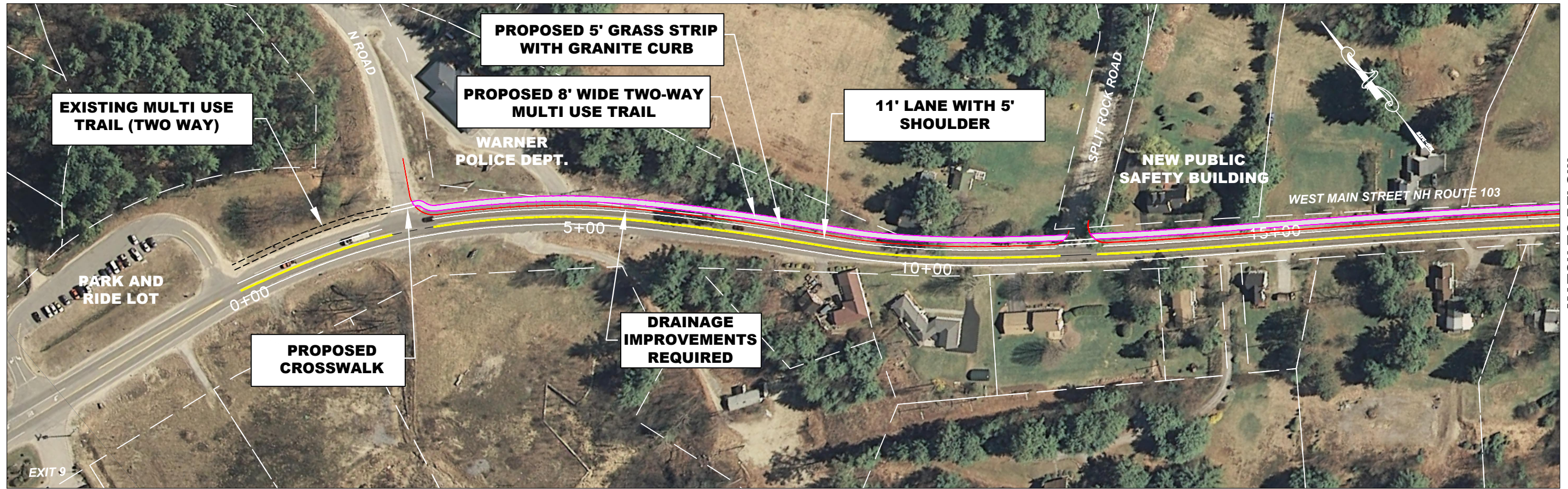
*Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf***

Failure to follow this naming convention will cause confusion and could result in applications and/or attachments being lost.

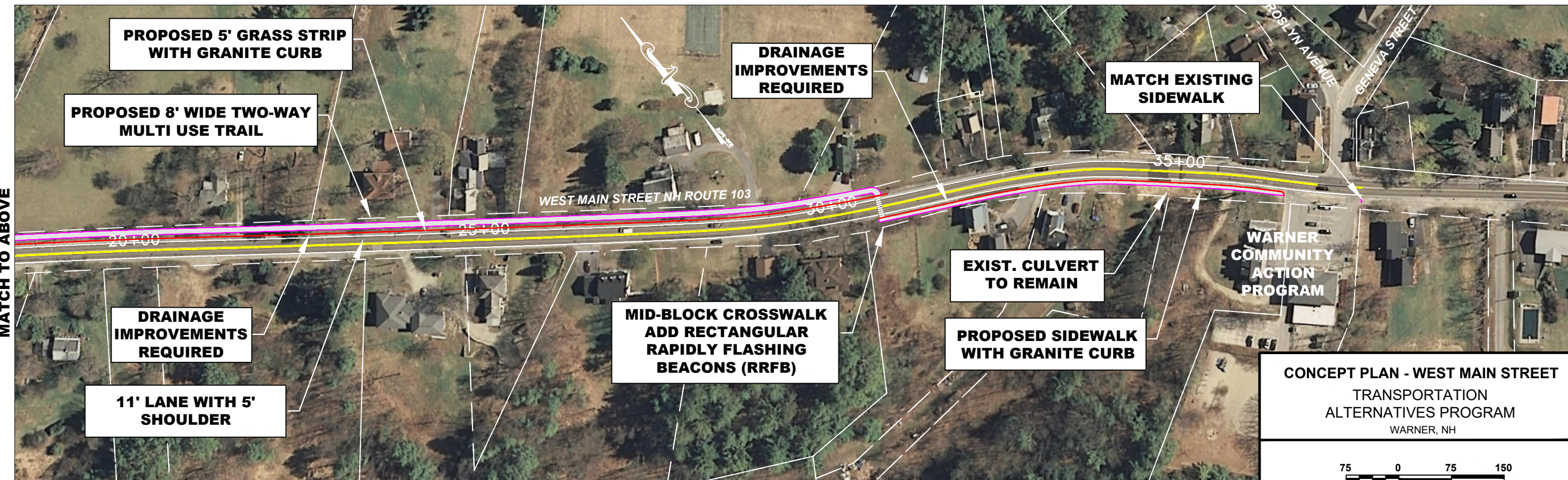
A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

Submission: *All files must be received on or before 11:59 PM Friday March 19, 2021.*

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



MATCH TO BELOW



MATCH TO ABOVE

**CONCEPT PLAN - WEST MAIN STREET
TRANSPORTATION
ALTERNATIVES PROGRAM
WARNER, NH**

75 0 75 150

SCALE 1" = 150'



Central New Hampshire Bicycling Coalition
www.cnhbc.org
www.facebook.com/cnhbc
info@cnhbc.org

March 6, 2021

Ms. Diane Ricciardelli
Town Administrator
Town of Warner
PO Box 265
Warner, NH 03278

Support for Warner Transportation Alternatives Program Application

Dear Ms. Ricciardelli,

The Central NH Bicycling Coalition (CNHBC) would like to express its enthusiastic support for the Town of Warner's Transportation Alternatives Program (TAP) application to create active transportation enhancements along a section of Route 103. The project, which connects Warner village to the retail businesses located near Exit 9 of Interstate 89, makes safety improvements that will benefit both walkers and cyclists.

CNHBC promotes bicycling and active transportation through education, advocacy, and support for projects such as yours. As such, we pledge continued support for efforts that provide transportation alternatives in Warner.

Thank you for your consideration,

Felice Janelle
CNHBC Board Chair

To Whom It May Concern,

3/12/21

I am writing to voice the support of the Warner Economic Development Advisory Committee (EDAC) for a multi-use path connecting the Warner Village to the businesses at Exit 9.

Function dictates form, and this stretch of roadway is functioning in ways that its current form doesn't safely accommodate. Many people need to walk and/or bike on this section of Rt. 103, which can be a bit daunting as they contend with cars and navigate very limited shoulder access. Not only would this path provide a route for travel, but it would also slow cars down and make overall travel safer. For folks with different mobility requirements, there is currently no safe path of travel between Main Street and businesses at Exit 9. Along with needing to use this path, many recreational runners and bikers use this stretch of road as a well-traveled route between different towns. Extending this small section of road would be a crucial first step in connecting parts of our town together for non-motorized use, and would ideally link to multi-use paths throughout the region.

As we work to build a cohesive community, our hope is that this multi-use path would allow for a *two-way* exchange between the Warner Village and Exit 9. This path should act as a signal to drivers, walkers, or bikers at Exit 9 that the Village exists, hidden from the highway, a mere mile away. We have had limited success navigating the signage requirement for a state road, and a multi-use path would bring a visual attractant to guide visitors towards the Warner Village. A significant number of elderly citizens live near Exit 9 and would be able to walk into the Village if proper infrastructure were in place. In the other direction, many people who work or shop at Exit 9 would be able to leave their cars at home in the Village and safely travel on the path to do their business. An Exit 9 development project was recently approved by the Planning Board so we are expecting a lot more foot traffic along Rt. 103 in both directions as both sections of our Town continue to flourish.

In the design of this pathway we expect that appropriate *signage* be designed to let visitors to Warner know that our Village is less than a mile from the rotary. This *signage* is critical to support of our main street businesses, and Warner's economy.

On behalf of the Economic Development Advisory Committee, we fully support this project. Members of this committee look forward to a safe, inclusive, and easy way for people to travel without cars.

Sincerely,
Charles Albano
Chair

Sarah Hansen
Rail Trail Coordinator

Phone (603) 225-3295
 (800) 856-5525
 Fax (603) 228-1898
 Web www.bm-cap.org



2 Industrial Park Drive
 P.O. Box 1016
 Concord, NH
 03302-1016

March 11, 2021

Diane Ricciardelli, Town Administrator
 Town of Warner
 PO Box 265
 Warner, NH 03278

Dear Diane:

I am writing, on behalf of the Warner Head Start program, to express our strong support for the construction of a multi-use path connecting the Warner Village to the businesses at Exit 9. Many families accessing our building need to walk and/or bike that stretch of land and a multi-use path would allow a safer route of travel. The Head Start building is located on route 103, Main Street, where the multi-use path will pass in front of our building and where families arrive by foot with children.

Our Head Start program would be accessible to more Warner families if they were able to safely walk to the building in which our classroom is located. A multi-use path will provide safety for all the families of Warner.

Head Start is excited to support this project! Thank you for your consideration.

Sincerely,

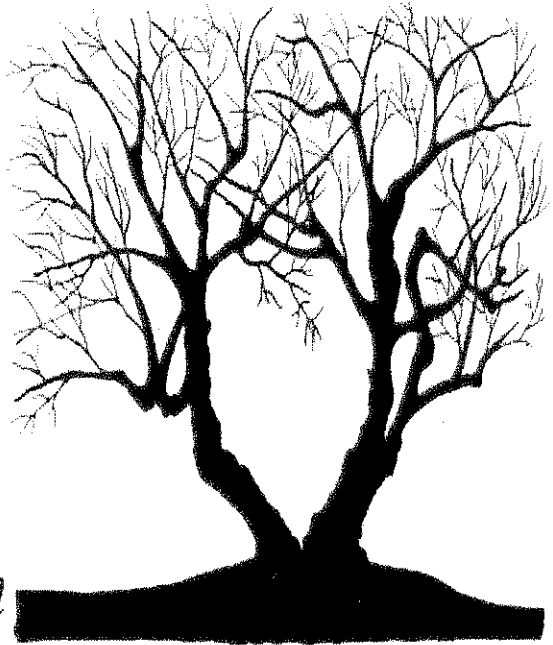
Beth Hennessey, Director
 Head Start/Early Head Start/Child Care

BH:klh
 HS Warner support letter

ALTON Senior Center..... 875-7102 Prospect View Housing 875-3111	CONCORD Area Center.....225-6880 Head Start..... 224-6492 Early Head Start..... 224-6492 Concord Area Meals on Wheels..... 226-9092 Concord Area Transil.....225-1989 Horseshoe Pond Place.....228-6956 WIC/CSFP.....225-2050 Workplace Success.....223-2305	EPSOM Meadow Brook Housing.....736-8250	FRANKLIN Head Start..... 934-2161 Early Head Start..... 934-2161 Senior Center..... 934-4151 Riverside Housing.....934-5340	LACONIA Area Center.....524-5512 Head Start.....528-5334 Early Head Start.....528-5334 Senior Center.....524-7689 Family Planning.....524-5453 Workplace Success.....524-4367	MEREDITH Area Center.....279-4096	NEWBURY Newbury Commons Housing 763-0360	PEMBROKE Village of Pembroke Farms Housing 485-1842	PITTSFIELD Senior Center..... 435-8482 Head Start..... 435-6618 Early Head Start..... 435-6611	SUNCOOK Area Center..... 485-7824 Senior Center 485-4254	TILTON Senior Center..... 527-8291	WARNER Area Center..... 456-2207 Head Start..... 456-2208 North Ridge Housing..... 456-3398
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W MAIN STREET WARNER, INC.

a community non-profit foundation



March 12, 2021

I am writing on behalf of MainStreet Warner, Inc. to express our support of a multi-use path connecting the Warner Village to the businesses at Exit 9.

MainStreet Warner, Inc. identifies and addresses community needs in ways that build connections between education, the arts, food security and ecological living practices.

Through supporting local organizations, businesses, artists, musicians, educators and farms, MainStreet Warner, Inc. supports the greater Warner community by creating partnerships and places to come together for entertainment, relaxation, and learning.

One way that we connect is by being able to safely travel from one part of town to the other. The multi-use path will provide a safe way for pedestrians and cyclists to shop, work and attend events. The multi-use path will be part of a larger Rail Trail that connects Concord to Sunapee, and we are confident that this path will encourage more people to our area, which will help our businesses grow.

We fully support the multi-path construction project.

Thank you for your consideration.

Donna Vezina-McGinley
Executive Director

“Something Wonderful is Happening in Warner” – Jim Mitchell

17 Church St., P O Box 130, Warner, NH 03278 | 603.456.3745
info@mainstreetwarnerinc.org

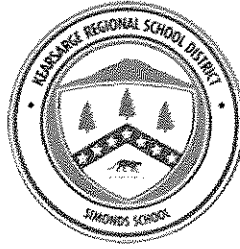
Warner Parks and Recreation is in full support to continue the sidewalk from downtown Warner to the connecting sidewalk by the roundabout to the additional town services we provide, such as Market Basket and McDonalds. This additional piece of sidewalk would allow residents and visitors a way to safely move through our town by bike or foot to connect downtown. Any strides that we can make as a community to make this happen will be worth the outcome.

Sincerely, Apryl Blood, President of Warner Parks and Rec.

Simonds School

Tim Stokes
Ed.D., Principal

Kim Bragg
Guidance Counselor



Jamie Malhoit
Assoc. Dir. of Student Services

Janet Meade
School Nurse

March 3, 2021

I am writing to express my support as the principal of Simonds Elementary School for a multi-use path connecting the Warner Village to the businesses at Exit 9.

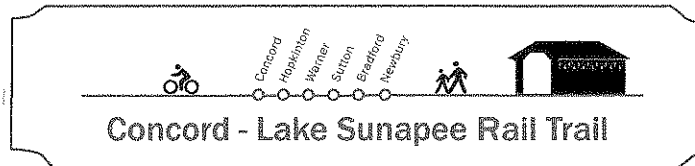
Simonds School supports about 170 kindergarten through fifth grade students in the town of Warner. Many of these students and their families would utilize this path for multiple purposes. Currently, we have parents who work in businesses at Exit 9. Other students live along this proposed path. In both instances, students and families would utilize this path to walk and/or bike along that stretch to commute back and forth from school. Additionally, I know of several instances where families have walked back and forth between homes along this proposed path for play dates or other social outings.

As you are aware, two children were tragically killed along this stretch of road. These deaths have had a lasting impact on our entire community, especially families who enjoy walking and biking together to get to businesses at Exit 9. A multi-use path will provide safety for the children of Warner.

As the school principal, it is my goal to keep all children safe not only within the building but also as they commute back and forth from school either by walking, driving or biking in the community. The multi-use path will provide a safe way for children and families to travel. On behalf of the children, staff and teachers in Warner, I fully support this project and look forward to a safe route for students to travel.

Sincerely,

Tim Stokes, Ed.D.
tstokes@kearsarge.org



Diane Ricciardelli
Town Administrator
Town of Warner
5 East Main St
Warner, NH 03278

March 15, 2021

Diane,

The Friends of the Concord-Lake Sunapee Rail Trail supports the Town of Warner's application for a multi-use path along Rt 103 (Main St) in Warner between Roslyn Ave and North Rd.

As our organization works to create a 34 mile multi-use trail from Horseshoe Pond in Concord to Lake Sunapee in Newbury we applaud efforts within the 6 towns along our route to make their communities more walkable and bikeable. The town of Warner's TAP application makes a vital connection for walkers and cyclists along a very busy state route that is also the town's Main St.

The loss of two lives along this section of road is two too many. Countless additional trips on foot and by bike have not taken place because its so scary for vulnerable road users to be on the existing shoulders. This project would satisfy the existing pent up demand for a safe route between these sections of Warner. That demand is only going to increase as businesses on both ends of this route continue to grow in number.

This is an ideal TAP application. It joins together a multiuse path on the western end of the project with sidewalks and side streets at the eastern end of the project enabling both pedestrians and cyclists to safely reach the two areas in town where the majority of town retail businesses are located.

The Friends of the Concord-Lake Sunapee Rail Trail hopes to make a connection in from the west to the Evans Expressmart that would create a safe bike/ped extension to this project for rail trail users. These projects take time. This current proposal is very worthy with multiple vital destinations at both ends, existing infrastructure at both ends needing this connection to become a network, strong community desire in Charettes, the Master Plan, and local polling. Please fund this project.

Best regards,

Timothy J. Blagden

Timothy Blagden
Board President
Friends of the Concord-Lake Sunapee Rail Trail
PO Box 610
Warner, NH 03278



March 11,2021

Dear Sir or Madam,

I am writing to voice support for the construction of a multi-use path connecting the Warner Village to the businesses at Exit 9. Many people need to walk and/or bike using that stretch of road which can be a bit daunting. Warner Connects NH operates a food pantry and community resource center on this route. We have many people from Warner who come to us for food and supplies, a lot of these people are seniors (North Ridge Senior Housing is located just behind this route as well). Having a safe route for residents to travel will make it easier for people without a vehicle to reach us when it is convenient for them and not only when they can get a ride. A multi-use path will provide safety for the families of Warner.

Warner Connects NH enthusiastically supports this project!

Thank you for your consideration.

Sincerely,

Lori Garrett

Executive Director

Warner Connects NH

WARNER
fall foliage
FESTIVAL
PO BOX 152 • WARNER, NH 03278

March 10, 2021

Diane Ricciardelli
Town Administrator
P.O. Box 265
Warner, NH 03278

Dear Diane,

I am writing, on behalf of the Warner Fall Foliage Festival, in support of the multi-use path on Route 103. Every year, since 1947 (except for during COVID), the Town hosts the Warner Fall Foliage Festival where ten thousand-plus people come to the Town for three days. They park at the Nichol's field on Route 103, and Split Rock Road off of Route 103; both of these parking areas will be serviced by the multi-use path. From there they either walk or take a shuttle bus to the center of Town for the festival. A multi-use path would provide a safe way for people who are walking, especially at dusk, and it is difficult to see them on the side of the road. Many guests ride bikes from Concord and this multi-use path will connect Concord to Sunapee, traveling through Warner and making it possible for more people to attend the festival and exercise.

For hundreds of our guests, this is their first exposure to Warner, and many residents move here as a result of their first visit. It is in our best interest to provide a safe environment for people to move around Town.

I look forward seeing this project get started. If I can be of any assistance, please ask.

Sincerely,



Ray Martin
President
Warner Fall Foliage Festival



Andover, Bradford, Contoocook, Danbury, Henniker, Hopkinton, Newbury,
New London, Salisbury, Sunapee, Sutton, Warner, Webster, Wilmot

March 12, 2021

Diane Ricciardelli, Town Administrator
Town of Warner
PO Box 265
Warner, NH 03278
selectboard@warner.nh.us

Dear Diane,

I am writing on behalf of the Kearsarge Area Chamber of Commerce to express our support of a multi-use path connecting the Warner Village to the businesses at I-89 Exit 9. The Kearsarge area is full of outdoor activities for people across the state to enjoy including Rollins State Park, The Hopkinton Fair, the Warner Fall Foliage Festival, the Indian Museum, and many covered bridges, to name a few. The construction of a multi-use path on Route 103 is part of a larger rail trail project that connects Concord NH to the Sunapee area. A construction project at I-89 Exit 9 was recently approved by the Warner Planning Board and we expect that additional business will be developed which will increase the traffic from the Warner Village to I-89 Exit 9. We welcome this path for making it safe for pedestrians and bikers to continue their route from Concord, stopping along the way to visit Warner shops, have something to eat, and to enjoy the scenery. The Warner Master Plan includes support of a rail trail to connect Warner to Concord, Sunapee, and beyond.

As the President of KACC we fully support this project and look forward to a safer route for everyone traveling on Route 103.

Thank you for your consideration,

Daniel E Watts
KACC President
dan.watts@KearsargeChamber.org



TOWN OF WARNER

Land Use Office

P.O. Box 265

Warner, New Hampshire 03278-0059

Telephone: (603) 456-2298, ext. 7

Fax: (603) 456-2297

E-Mail: landuse@warner.nh.us

Attention: Diane Ricciardelli
Town Administrator

The Planning Board approved an update to The Warner Master Plan to include support of a multi-use path for non-motorized access to more locations in the town. The multi-use path is part of a larger NH project that connects Concord to Sunapee for walking and bike traffic. With the increased bike and foot traffic along the rail trail, NH residents need a way to access Route 103 in the area where the multi-use path will be constructed.

We look forward to seeing this project come to fruition to help Warner realize the goal of safety for all citizens traveling on Main Street.

Thank you for your consideration.

Janice L. Loz
Land Use Administrator
Town of Warner



March 16, 2021

Diane Ricciardelli
Town Administrator
5 East Main Street
P.O. Box 265
Warner, NH 03278

Dear Diane,

I am writing to express my support of the multi-use path connecting Warner Village to Exit 9 along Route 103. As the owner of MadgeTech in Warner, I see this path as a boon to recruiting talent and as a selling point for the company when people are considering employment with us. The path will provide a safe way for people to cycle to work.

This path is part of a larger rail trail project that extends from Concord through Exit 7 on Route 89 - where MadgeTech is located, and where I am developing plans for a cafe and museum next to MadgeTech. I am also including a section of rail trail on my property at Exit 7 and am especially excited that the rail trail path will eventually be connected to Sunapee where I also own The Anchorage Restaurant. We are looking forward to this project providing a way for everyone to travel in and around Warner from more areas of the state, bringing more people to our Town, and providing a safe method of travel for everyone.

I enthusiastically support this project and look forward to a multi-use path so that more people can travel safely along Route 103.

Sincerely,

A handwritten signature in black ink, appearing to read "Norm Carlson".

Norm Carlson
President



National Park Service
U.S. Department of the Interior

Rivers, Trails, and
Conservation Assistance
Program

NH/VT Office
54 Elm Street
Woodstock, VT 05091
802-457-3368 ext 214
Lelia_Mellen@nps.gov
www.nps.gov/rtca

Thomas Jameson, PE, Program Manager
New Hampshire Department of Transportation
Bureau of Planning and Community Assistance
John O. Morton Building
PO Box 483 | 7 Hazen Drive
Concord, New Hampshire 03302-0483

16 March 2021

To the New Hampshire Transportation Alternative Program:

Please accept this letter in support of Warner's application to the NH Transportation Alternatives Program.

The Town of Warner wants to build a multi-use path from downtown to Exit 9 on I-89. It is a perfect project for the TAP funds: it creates a safe way for pedestrians and bicyclists to move between these two town nodes. The National Park Service's Rivers, Trails and Conservation Assistance Program (RTCA) supports this project as a great way to get people out of their cars and explore alternative ways to do errands, commute and get outside. It offers a safe route which also builds community as people pass their neighbors and fellow townsfolk at a human pace.

The Friends of the Concord-Lake Sunapee Rail Trail invited the National Park Service RTCA Program to work on the rail trail as well as improve outdoor spaces between Concord and Newbury. The dedication of the Friends of the Concord-Lake Sunapee Rail Trail is fantastic and deserves to be rewarded. Our joint goals of planning more sections of trail, building sections that are ready, and connecting children and adults to this great resource fit in with Warner's TAP application, as this project will allow people to move about safely while having fun! As we have learned in this COVID-19 year, being able to get outside has been crucial to our mental and physical health. While this project is not on the rail trail, it links critical pieces of the rail trail, allowing continuity for those seeking to travel longer distances. RTCA believes that the Town of Warner and the Friends of the Concord-Lake Sunapee Rail Trail will succeed with help from state programs such as TAP.

The National Park Service's Rivers and Trails Program supports this application and hopes that NH's TA Program also sees the value this request.

Sincere regards,

Lelia R. Mellen

Lelia R. Mellen
New Hampshire Project Director

Phone (603) 225-3295
 (800) 856-5525
 Fax (603) 228-1898
 Web www.bm-cap.org



2 Industrial Park Drive
 P.O. Box 1016
 Concord, NH
 03302-1016

To: Diane Ricciardelli,
 Town of Warner
 5 East Main St
 Warner, NH 03278

March 17, 2021

Dear Diane,

Community Action Program Belknap-Merrimack Counties, Inc. has enjoyed a longstanding relationship with the town of Warner for many years. We support the town of Warner's application to create a paved multi-use path along the edge of Rte. 103 between North Rd and Warner Village. We feel the concept as presented would provide benefits and opportunities to the residents of Kearsarge Senior Housing.

The National Institute on Aging suggests that regular aerobic activity such as walking has health benefits across the board for older Americans. The advantages of walking as exercise include alleviation of arthritis symptoms, less anxiety and depression, and overall heart health, among other perks. This project would allow the residents to reach town services and other destinations by providing healthy exercise.

We look forward to hearing about the details of the plan.

Respectfully,

Jeanne Agri
 Chief Executive Officer
 Community Action Program Belknap-Merrimack
 2 Industrial Park Drive
 Concord, NH 03302
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Jagri@bm-cap.org

ALTON	CONCORD	EPSOM	LACONIA	NEWBURY	SUNCOOK
Senior Center 875-7102	Area Center 225-6880	Meadow Brook Housing 736-8250	Area Center 524-5512	Newbury Commons	Area Center 485-7824
Prospect View Housing 875-3111	Head Start 224-6492		Head Start 528-5334	Housing 763-0360	Senior Center 485-4254
	Early Head Start 224-6492	FRANKLIN	Early Head Start 528-5334		
BELMONT	Concord Area	Area Center 934-3444	Senior Center 524-7689	PEMBROKE	TILTON
Senior Center 267-9867	Meats on Wheels 225-9092	Head Start 934-2161	Family Planning 524-5453	Village at Pembroke Farms	Senior Center 527-8291
Heritage Terr. Housing 267-8801	Concord Area Transit 225-1989	Early Head Start 934-2161	Workplace Success 524-4367	Housing 485-1842	
	Horseshoe Pond Place 228-6956	Senior Center 934-4151			WARNER
BRADFORD	WIC/CSFP 225-2050	Riverside Housing 934-5340	MEREDITH	PITTSFIELD	Area Center 456-2207
Senior Center 938-2104	Workplace Success 223-2305		Area Center 279-4096	Senior Center 435-8482	Head Start 456-2208
				Head Start 435-6618	North Ridge Housing 456-3398
				Early Head Start 435-6611	

TOWN OF WARNER



Board of Selectmen
Clyde Carson, Chairman
Jonathan Lord
Sam Bower
selectboard@warner.nh.us

PO Box 265 Warner, New Hampshire 03278-0265
Telephone: (603) 456-2298 Fax: (603) 456-2297
warner.nh.us

Town Administrator
Diane Ricciardelli,
administrator@warner.nh.us

Diane Ricciardelli,
Warner Town Administrator
PO Box 265
Warner NH 03278

March 17, 2021

Dear Diane,

The Selectmen of the town of Warner would like to express our strong support of construction of a multi-use path connecting the Warner Village to the businesses at Exit 9 off Route 89 on Route 103 West, in Warner. A multi-use path offers a safe way for pedestrians and cyclists to travel on a stretch of road that has taken the life of two elementary students in Town. Although Main Street is convenient for motorized users, it has not proven as effective for pedestrians that frequently travel this route by foot or for cyclists.

The need for a safer, established sidewalk system has been of high importance to not only Town officials, but also many residents. Residents who work at Exit 9 businesses will be able to safely walk or bike to work. Buying groceries at Market Basket will be made easier for people who wish to walk or may need to walk like those living in the elderly housing complex not far from the Exit 9 area. The lack of a defined lane currently makes walking dangerous especially at dusk when it is generally difficult to see pedestrians unless they are wearing florescent clothing. A multi-use path will provide safety for the families of Warner to bike together to McDonalds and the other Exit 9 eateries for a rest stop and refreshments.

The benefit of this multi-use path goes far beyond residents of Warner. It extends to residents who drive to the rail-trail and pick up the trail anywhere along the route. These residents, and visitors to New Hampshire will also shop in our local establishments, eat in our restaurants, hike to Rollins State Park, cross-country ski to our coffee shoppe, and ride bikes through the Kearsarge area. The Warner Master Plan includes and supports the rail trail. It has been a goal of the Town that extends a warm welcome to our neighbors throughout the state.

We enthusiastically support this project.

Thank you for your consideration,

Warner Select Board
Clyde Carson, Chairman
Jonathan Lord
Sam Bower



Warner Conservation Commission
March 18, 2021

Diane Ricciardelli
Town Administrator
5 East Main Street
Warner, NH 03278

Dear Ms. Ricciardelli,

The Warner Conservation Commission enthusiastically supports your application to NH DOT for a multi-use path along Main Street from the village business district to the commercial district down near Exit 9 on Interstate 89.

The conservation commission favors every opportunity to get people out of their cars. Fewer car trips will put less carbon from tailpipes into the air, will improve air quality and encourage people to walk from the village to destinations like Market Basket and the hardware store. A multi-use path will also encourage a two way exchange enticing visitors from the interstate to venture up the hill to enjoy our lovely NH village and the local businesses located there. Overtime we expect that Warner residents will become healthier as they walk or ride their bikes to businesses on both ends of town.

Members on the conservation commission remember all too well two separate incidents when a child was killed while riding a bike in the village alongside state Route 103, which also serves as Warner's Main Street. A multi-use path will make the local environment safer for everyone, children and adults as well.

The Warner Conservation Commission sincerely hopes that NH DOT will give serious consideration and fund the creation of a much needed multi-use path on Warner's Main Street.

Sincerely,

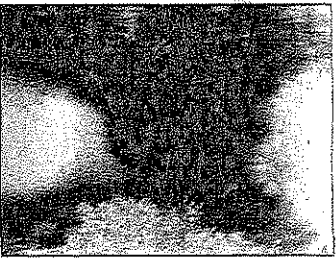
A handwritten signature in cursive script that reads "Nancy Martin".

Nancy Martin, Chair
Warner Conservation Commission

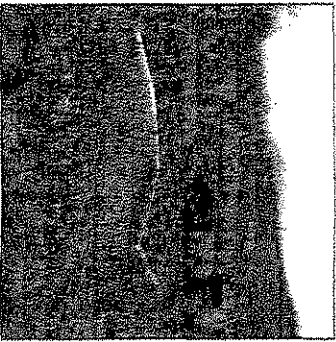
Natural Connections to the Commercial District

The region discussed in the charter contains a multitude of natural resources. The scenic and historic Warner River passes on the edge of the district. Stevens Brook, a tributary of the Warner, meanders on the western edge between the development and Interstate 89. The entire commercial district is a viewshed for Mount Kearsarge. Wetlands border the southern boundary of the development parcels south of Route 103. All of these fragile ecological areas are assets to both the community and the commercial business nearby. With awareness and planning, the ecological and economic future of this district will be sustainably preserved.

To optimize the integration of the commercial district with the rest of town, residents recommend the use of human-made and natural features. A key highlight in the district is the proximity of the Warner River. A half-mile downstream is the current 'Riverside Project', a federally funded rippling grant project that is revitalizing the ball fields and access to the Warner River. A portion of the grant provides for a 'Riverwalk' trail system, complete with boat access and granite benches on the river. Public input suggested an extension of the 'Riverwalk' to the commercial district.



Stevens Brook, along Rt. 89



Wetlands south of Rt. 103



Warner River

Another possibility recommended for alternative entry to the district is the use of the old railroad bed that passes nearby, as part of a 'Rails to Trails' network. Additionally voiced by the public is an extension of Warner's Main Street sidewalk almost a mile to the commercial district. Waterbury village residents also desired a sidewalk to extend from the commercial district west to Waterford. All of these suggestions allow pedestrian and bicycle users to travel safely for both exercise and pollution-free living.

The community prides itself on the protection of the Mink Hills, the Warner River, and Mount Kearsarge. These environmental values should be represented in the developing commercial district as well. The nearby water bodies of Stevens Brook and the Warner River are sources for the town's drinking water supply. Environmental safeguards from point and non-point pollution in the district should strongly be enforced to protect the water supply; the health of the community depends upon this.

Excerpted from The Warner Master Plan

Adopted in 2018

7.2 Transportation Chapter Goals and Objectives

Following a comprehensive Master Plan Community Survey and a number of Master Plan Visioning Sessions carried out in late 2008/early 2009, the following goal was established to aid with the development of this transportation strategy for Warner:

Goal TR-1: Promote the improvement of public roads in Town; encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods, and services within Warner and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner. CHAPTER 7 - TRANSPORTATION PAGE 86
WARNER MASTER PLAN ADOPTED MAY 16, 2011

Continues on next page...

WARNER Appendix-B

This goal is supported by the following objectives:

- • Generally, future development in Warner should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed
- • Regularly monitor road conditions in the town to ensure that those projects with the most urgent need are adequately addressed
- • Utilize available traffic count data from NHDOT & CNHRPC to identify corridors and routes that may become impacted in the future by current development trends
- • **Identify major commuter roads used to enter and exit Warner and work to make them more efficient and safe**
- • **Create a Town infrastructure that allows people who work in Warner to get to and from their place of employment in an economical, timely and sustainable manner**
- • **The Town of Warner should facilitate the creation of a pedestrian infrastructure network that allows safe, efficient, reliable, and continuous travel throughout Town**
- • **Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes**
- • **Create an environment in which bicycling is an attractive alternative to motorized modes of traffic**
- • **Where applicable utilize traffic calming measures to make Warner more accessible for pedestrians and other non-motorized forms of transport**
- • The Planning Board should maintain its policy of requiring developer sponsored off-site improvements
- • During the lifetime of this plan, the Town of Warner should build upon the requirements of its current Site Plan Review Regulations, and establish a set of access management guidelines in order to alleviate traffic congestion in Town These guidelines should be utilized by the Planning Board in considering proposals for new development in Warner
- • Work with District 5 of the NHDOT to ensure the adoption of a Memorandum of Understanding between the Town of Warner and NHDOT regarding access management issues on state roads in Warner
- • To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings
- • Improve the existing park & ride service in Warner by expanding capacity and improving access management issues in the Exit 9 area
- • **To ensure that transportation options and services are available to all residents of Warner regardless of socio-economic status**
- • The Town of Warner should adopt a set of road construction standards that allow for and encourage a variety of road types that enhance the uniqueness of Warner's current and future transportation infrastructure

CHAPTER 7 - TRANSPORTATION PAGE 87

WARNER MASTER PLAN ADOPTED MAY 16, 2011

Continues on next page...

WARNER Appendix-B

- Establish a method of identifying potential scenic routes and roads in Warner to ensure that the intrinsic aesthetic and historic qualities of the Town are protected and preserved
- Discourage inappropriate, scattered and premature development along Class VI roads in Warner
- **Encourage, support and facilitate an expanded Town Trail network in Warner**
- Ensure a safe, reliable, and efficient system of bridges that will meet the transportation needs and goals of the town
- **Ensure that all residents of Warner have safe and efficient access to alternative routes in the event of an emergency**

7.3 Planning Policy Context

Transportation system improvements need to be carried out in a coordinated manner

WARNER

Appendix C:

Excerpt from:

Simonds School Safe Routes to School Travel Plan

2011

As a result of this study, the committee looks toward the possibility of a significant SRTS infrastructure project in the future that might include extending the existing sidewalk northwards along Kearsarge Mountain Road to create an improved pedestrian environment for students and parents alike who have the potential to travel this route to school. The committee has also recommended that the school bus drop-off and collection point located on the elementary school campus be improved to create a safer area for kids walking to and from the waiting school buses. **It is also recommended that an engineering consultant be engaged to complete a comprehensive engineering study to examine the possibility of improving pedestrian and biking facilities along Route 103 (Main Street) from Warner Village center to the Exit 9 Area.**

The purpose of the district is to: provide a framework for development in this area as a commercial and social hub for the community, compatible with Warner's character as an historic New England town, and providing an appropriate entrance to the Village.

An important consideration in the district is that accommodations shall be provided within and between developed parcels for non-vehicular travel, specifically including travel by foot and bicycle.

The permitted uses and uses allowed by special exception in the Intervale District are a subset of those allowed in the C-1 District, eliminating uses that do not further the overall purpose of the district. Uses not permitted include automotive repair and sales, a majority of Wholesale, Transportation and Industrial uses, and agricultural uses. Site Plan Review Regulations Updated Site Plan Review Regulations and Design Review Standards were approved in May 2003. The regulations and standards contain a variety of elements that serve to clarify the requirements for developers of commercial or multi-family developments in Warner. Many examples of current planning practice are included in the current regulations, including:

EXCERPT FROM:

BICYCLING & PEDESTRIAN SAFETY ASSESSMENT FOR WARNER

Prepared by Central New Hampshire Regional Planning Commission
November 2011

PAGE 5-6

Positives

The town has a well defined town center area.

The downtown area has a mix of uses including housing, retail, work places, education, and recreation.

There are many destinations within walking and bicycling distance of each other.

There is an existing sidewalk network to improve and build from.

There is already a fair amount of pedestrian activity in the downtown area.

Many rural roads in town are conducive for recreational bicycling.

A network of trails is available for recreational use.

An abandoned railroad corridor passes through downtown and remains relatively intact.

Opportunities for Improvement/Areas of Concern

Automobile/Pedestrian/Bicycle conflict locations along Route 103 especially near I-89 exit 9 interchange

Lane widths on parts of Route 103 fairly wide, leaving the shoulders relatively narrow.

Some sidewalks are in variable condition.

APPENDIX E - WARNER

Gaps exist in sidewalk network.

Some truck traffic along Route 103

Surface conditions are poor in some areas.

“Y” type intersections and wide radius turns throughout town encourage speeding and create an unsafe condition for all road users.

4 Bicycling & Pedestrian Safety Assessment for Warner – January 2012

Route 103 and I-89 on/off ramps

This area is a commercial center for the town of Warner with a grocery store, gas stations and multiple places to eat all adjacent to the highway. The lanes on Route 103 are all in excess of 12' across including the shoulders.

There are no sidewalks in this area except for short pieces at the entrance to Market Basket Plaza

There are no crosswalks in this area

The driveways at the Shell station are undefined and allow people to accelerate in and out without much regard to other roadway users.

The entrance to the Market Basket Plaza is exceptionally wide and has very wide turning radii. This creates a hazardous condition for bicycles and pedestrians by having a long crossing distance and allowing higher automobile speeds through the intersection.

Given the location's proximity to Downtown, additional development in this vicinity may attract more non-motorized travelers. Particular attention could be given to access management

Route 103 (West Main) from Exit 9 to Village Center

This stretch of road is an important connector and potentially a major non-motorized corridor connecting downtown Warner to the emerging commercial center at Exit 9.

Medium density residential with nearby mixed uses are fairly conducive to non-motorized travel

There are no sidewalks along this corridor

Bicycle Shoulders are narrow to non-existent

Route 103 through Village Center

5 Bicycling & Pedestrian Safety Assessment for Warner – January 2012

APPENDIX E - WARNER

Sidewalks are present on at least one side through most of the village. Pedestrian accommodations end near the community center north of downtown and end at Old Main St. South of downtown.

Head in angle parking can create conflicts with cyclists in village center.

Hill and corner at Old Main St. creates dangerous blind intersection.

Intersection with Schoodac Rd. promotes speeding through stop sign.

In front of the fire department there is a large segment of sidewalk missing with no crosswalk in place.

The wide turning radii at several intersections along Route 103 encourage speeding and enables motorists to maneuver without slowing down. This can create hazardous conditions for bicycles and pedestrians.

Geneva Street.

Geneva Street is a vital link to the elementary school. There are sidewalks with a curb on most of the street but they do not connect all the way to Route 103.

WARNER
APPENDIX F

KV Partners LLC

P.O. Box 432, New Boston, NH 03070

(603) 413-6650

MEMORANDUM

Project: TAP Application - WARNER, NH

Subject: Planning Level Cost Estimate - 8' PATHWAY PROJECT

Date: March 1, 2021

Pathway/Sidewalk - West Main Street - Route 103 (3,750')

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COSTS
1	Mobilization	1	LS	\$20,000.00	\$20,000
2	Site Preparation	1	LS	\$12,000.00	\$12,000
3	Excavation	2400	CY	\$20.00	\$48,000
4	Rock Excavation	50	CY	\$75.00	\$3,750
5	Crushed Gravel	1,600	CY	\$30.00	\$48,000
6	Cement Concrete Sidewalks (Curb Ramps)	50	SY	\$75.00	\$3,750
7	3" Bituminous Trail	3,500	SY	\$30.00	\$105,000
8	Hot Bituminous Pavement Hand Work	160	TON	\$140.00	\$22,400
9	Granite Curb - Straight	3,400	LF	\$30.00	\$102,000
10	Granite Curb - Curved	240	LF	\$35.00	\$8,400
11	Concrete Class A	140	CY	\$400.00	\$56,000
12	12" HDPE - Drain Pipe	1,800	LF	\$60.00	\$108,000
13	Catch Basin	10	EA	\$3,200.00	\$32,000
14	Adjust Utility Gate or Curb Stop	10	EA	\$250.00	\$2,500
15	Reconstruct Catch Basin or Manhole	6	EA	\$400.00	\$2,400
16	Traffic Signs and Mountings	140	SF	\$50.00	\$7,000
17	Rectangular Rapidly Flashing Beacon	1	LS	\$13,000.00	\$13,000
18	Retroreflective Paint Pave. Markings, 4" Line	4,000	LF	\$0.75	\$3,000
19	Retroreflective Paint Pave. Markings, 12" Line	500	LF	\$2.00	\$1,000
20	Loam and Seed	1,500	SY	\$5.00	\$7,500
21	Maintenance of Traffic	1	LS	\$20,000.00	\$20,000
22	Dust and Erosion Control	1	LS	\$12,000.00	\$12,000
	Miscellaneous (15%)				\$95,655

Total Estimated Construction Costs (2021 Prices) **\$733,355**

Cost Escalation assuming 2023 construction (3% per year) **\$44,001**

TOTAL ESTIMATED CONSTRUCTION COSTS \$777,356

Preliminary and Final Design Engineering (16%) **\$124,377**

Right of Way **\$25,000**

Construction Engineering (16%) **\$124,377**

TAP Grant Application amount \$1,051,110

WARNER

Appendix G:

Safe Routes to School

Page 6

Surveys Surveys The SRTS Committee, in partnership with Simonds Elementary School and the Central New Hampshire Regional Planning Commission, undertook a comprehensive survey of parents whose children attend the elementary school, using standard forms and procedures for SRTS programs through a web-based survey platform known as Survey Monkey (<http://www.surveymonkey.com>). The results of this December 2008 survey revealed strong parental support for transportation enhancements in Warner which create increased opportunities for children who wish to walk or bike to school.

Predictably, safety issues are of high concern to parents in considering whether to allow their children to walk or bike to school. For example, 67% of parents identified the speed and volume of traffic in Warner as a reason why they do not allow their children to walk/bike to or from school. To the same question, 69% said that the reason was the condition of sidewalks/pathways.

The responses to the question "Would you let your child walk or bike to/from school if these problems were changed or improved?" highlight that specific transportation improvements would result in more favorable conditions for children to walk or bike to school. Just over 51% of respondents said yes if sidewalks or pathways were improved, and 41% agreed that reductions in traffic speed in the vicinity of the school would result in them looking more favorably on their children walking or cycling to Simonds Elementary School. Potential attitudes toward these issues helped to frame the SRTS Committee's discussions and form a basis for the projects targeted for development through each phase of Simonds Elementary School's SRTS applications.

In September 2009, teachers in the elementary school completed one week walking/biking classroom tallies using the standard forms and procedures for SRTS programs. In addition, CNHRPC staff met with groups of students to further discuss the issues surrounding walking/biking to school.

The survey responses reveal that despite the relatively short distance from home to school for a number of students most have not or are not allowed to walk/bike to school. Almost 47% of respondents identified a private family vehicle as their preferred transportation option for getting to and from school. This was followed by the school bus at 42%. Only 5% of students walk to school, while not one respondent indicated that biking is the preferred transportation choice for their children. This clearly indicates that facilities for biking and walking to and from the elementary school are less than ideal, and do not present a good perception of safety. Similar results were recorded for the transportation mode of choice on leaving school.

Even though walking or using a bicycle to get to school is rare, almost 80% of parents stated that it would be healthy or very healthy for their child to walk or bike to school. Clearly, removing barriers to walking and biking would be beneficial in the minds of most parents.

WARNER

Appendix H

SIMONDS ELEMENTARY SAFE ROUTES TO SCHOOL TRAVEL PLAN

Accident Data Detailed accident data for the study area was collected from NHDOT and Warner Police Department reports from 2005-2007. **Vehicular accidents were most common** along the main routes in town, specifically **Main Street, Route 103** and Kearsarge Mountain Road. More detailed accident analysis is contained in Table 4 on the following page.

WARNER
APPENDIX F

KVPartners LLC

P.O. Box 432, New Boston, NH 03070

(603) 413-6650

MEMORANDUM

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Subject: Planning Level Cost Estimate - 8' PATHWAY PROJECT

Date: March 1, 2021

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