



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

STATE FISCAL YEARS 2021-2030



APRIL 2019

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**North Country Council Regional Planning Commission
FY 2021-2030 Regional Transportation Improvement Program (RTIP)**

The FY 2021-2030 Regional Transportation Improvement Program (RTIP) was developed by North Country Council with guidance from the Council's Transportation Advisory Committee (TAC). The TAC voted to support the FY 2021-2030 RTIP on 4/11/2019.

The final FY 2021-2030 RTIP was approved by the North Country Council Commissioners on 4/18/2019.

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LIST OF ACRONYMS

FY	State Fiscal Year
GACIT	Governor’s Advisory Commission on Intermodal Transportation
NCC	North Country Council Regional Planning Commission
NH DOT	New Hampshire Department of Transportation
RPC	Regional Planning Commission
MPO	Metropolitan Planning Organization
RTP	North Country Council Regional Transportation Plan
STIP	NH DOT Statewide Transportation Improvement Program
TAC	North Country Council’s Transportation Advisory Committee
TAP	NH DOT Transportation Alternatives Program
RTIP	North Country Council Regional Transportation Improvement Program
TYP	NH DOT Ten Year Transportation Improvement Plan (“Ten Year Plan”)

INTRODUCTION

NORTH COUNTRY COUNCIL REGIONAL PLANNING COMMISSION

North Country Council Regional Planning Commission (“the Council”) is one of nine regional planning commissions (RPCs) in New Hampshire established by RSA 36. The Council’s planning region consists of 50 communities and 25 unincorporated places in the northern third of New Hampshire. The Council serves in an advisory and support role to the region’s communities in the areas of transportation, community planning, economic development, and environmental protection.

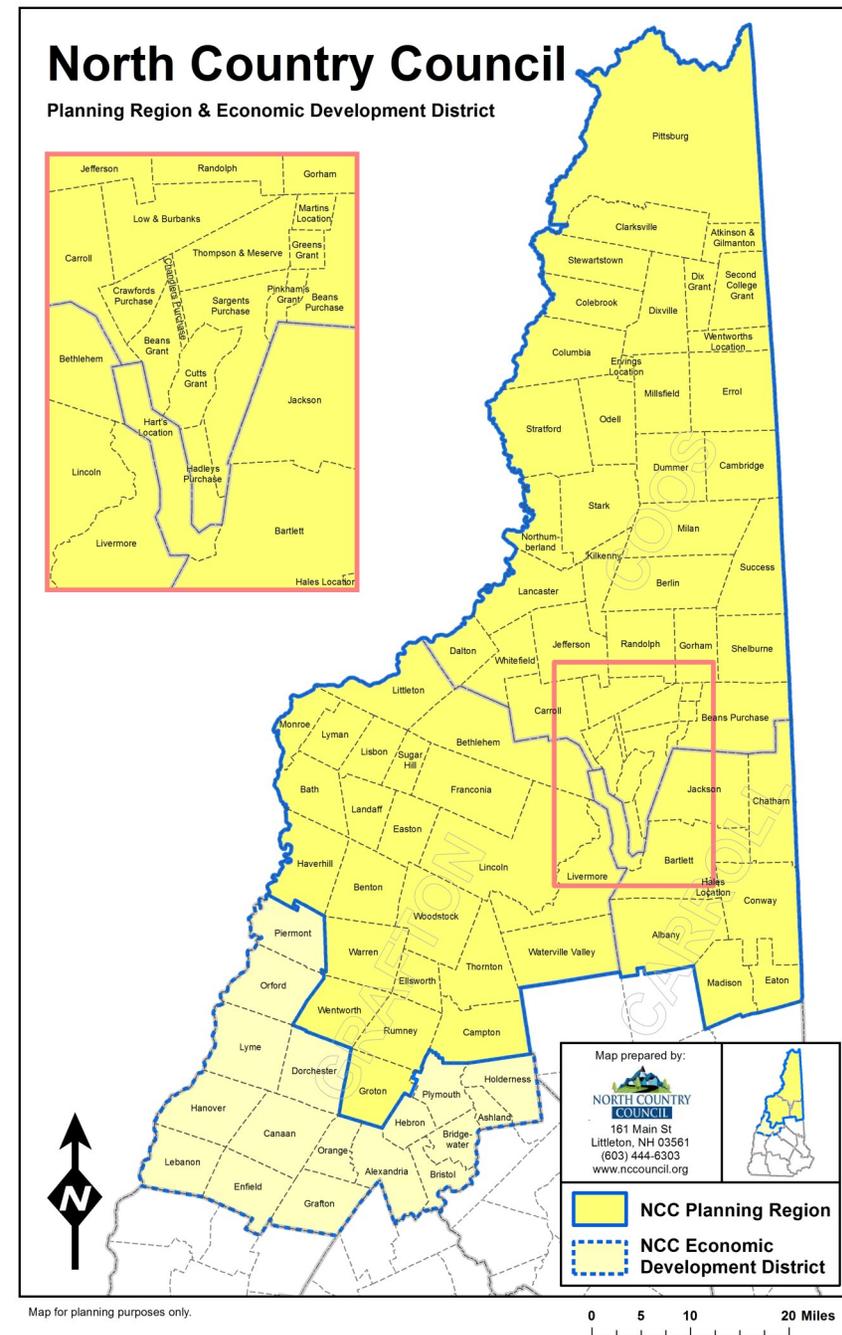
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Every two years, the Council prepares a **Regional Transportation Improvement Plan (RTIP)**. The **RTIP** for State Fiscal Years (FY) 2021-2030 consists of regionally-significant programmed and proposed transportation projects for the North Country Council planning region. The **RTIP** also furthers the transportation priorities for the region articulated in North Country Council’s Regional Transportation Plan, adopted in 2015. The development of the **RTIP** is a collaborative and iterative process that involves local communities, North Country Council, the New Hampshire Department of Transportation (NH DOT), and North Country Council’s Transportation Advisory Committee (TAC).

NH DOT TEN YEAR TRANSPORTATION IMPROVEMENT PLAN (TYP)

The **RTIP** is developed every two years in coordination with the NH DOT’s biennial **Ten Year Transportation Improvement Plan (TYP)** update process (“Ten Year Plan”). The NH DOT is required by RSA 228:99 and RSA 240 to propose a plan for improvements to the state’s transportation system. The legislation was enacted to allow New Hampshire to participate in federally-supported transportation improvement projects. Proposed regional projects for inclusion in the FY 2021-2030 **TYP** are listed in North Country Council’s **RTIP**. In order to be considered for the **TYP**, proposed projects must be located on a state highway or other federal aid-eligible roadway.

Figure 1: North Country Council Planning Region



OVERVIEW: NORTH COUNTRY COUNCIL REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

North Country Council's FY 2021-2030 **Regional Transportation Improvement Program (RTIP)** consists of regionally-significant surface transportation projects for the Council's planning region. The **RTIP** supplements the Council's 2015 Regional Transportation Plan (RTP) by listing programmed and proposed projects that support the transportation-related priorities for the region.

The **RTIP** is not intended to be an all-encompassing list of transportation projects in North Country Council's planning region. The **RTIP** is focused on projects and funding sources for which the Council is asked to weigh in by NH DOT, such as the **TYP** and Transportation Alternatives Program (TAP), which funds bicycle and pedestrian projects. Types of transportation projects that are not included in the **RTIP** include locally-funded projects, standard maintenance projects on state-maintained roadways and bridges, transit-related projects, and rail projects. *Figure 2 lists types of projects in the RTIP.*

Figure 2: Types of Projects Included in the North Country Council RTIP

The RTIP includes the following categories of surface transportation projects:

1. Regional surface transportation projects in the current NH DOT Ten Year Plan (TYP) (FY 2019-2028) (**Table 1**).
2. New regional surface transportation projects eligible for inclusion in the FY 2021-2030 NH DOT Ten Year Plan (TYP) (**Table 2**).
3. Unfunded surface transportation projects previously proposed for the TYP (**Table 3**).
4. Regional bicycle and pedestrian projects funded through the Transportation Alternatives Program (TAP) (**Table 4**).
5. Unfunded, regional priority bicycle and pedestrian projects submitted to previous Transportation Alternatives Program (TAP) funding round (**Table 5**).

OVERVIEW: NH DOT TEN YEAR PLAN (TYP)

NH DOT's **Ten Year Transportation Improvement Plan (TYP)**, also known as the "Ten Year Plan," is updated biennially and includes all of NH DOT's programmed projects over a ten-year window. **TYP** project eligibility is based on the functional classification of roadways. In order to be eligible for federal funding through the **TYP**, projects must be located on roads that are classified as Highways, Arterials, and Collectors. Projects located on local roads are not eligible for funding through the **TYP**.

The biennial **TYP** update process includes requesting regional priorities from the State's regional planning commissions (RPCs) and metropolitan planning organizations (MPOs). These priorities are submitted to NH DOT by North Country Council in the form of the **Regional Transportation Improvement Program (RTIP)**. As part of this process, each RPC and MPO is given a regional funding allocation for new **TYP** projects. The funding allocation is formula-based using the resident population of each RPC/MPO planning region and the total lane miles of federal-aid eligible roadways. For the FY 2021-2030 **TYP**, North Country Council's planning region was allocated \$6.1 million for new **TYP** projects out of a statewide funding pool of \$50 million.

Once the regional priorities are received from the RPCs and MPOs, NH DOT prepares the draft **TYP** for the Governor's Advisory Commission on Intermodal Transportation (GACIT). GACIT consists of the five members of New Hampshire's Executive Council. GACIT, in coordination with NH DOT and the regional planning commissions (RPCs), performs public hearings on the draft **TYP** around the state before submitting a revised draft **TYP** to the Governor. The Governor then submits the **TYP** to the State legislature where additional public hearings are held. Finally, the legislature-adopted **TYP** returns to the Governor for signing.

FY 2021-2030 RTIP DEVELOPMENT PROCESS

1. September 2018: Council staff sends letters to communities in the region requesting 1) proposals for new projects to be considered for the Council’s FY 2021-2030 RTIP and the NH DOT TYP; and 2) comments on any existing projects in the TIP and/or TYP that are no longer supported by the community.

2. September - November 2018: Council staff provides assistance and support to communities interested in submitting TYP project proposals. Council staff discusses NH DOT’s project scoring criteria, criteria weights, and existing regional TYP projects with the Council’s Transportation Advisory Committee (TAC).

3. November 2018: Council staff committee performs initial review of project proposals and develops preliminary project scores using criteria weights established by the TAC. Council staff presents project proposals, preliminary project scores, and preliminary ranked project list to the TAC. TAC reviews and comments on preliminary ranked project scores and list. Council staff submits preliminary ranked project list and project proposals to NH DOT for review.

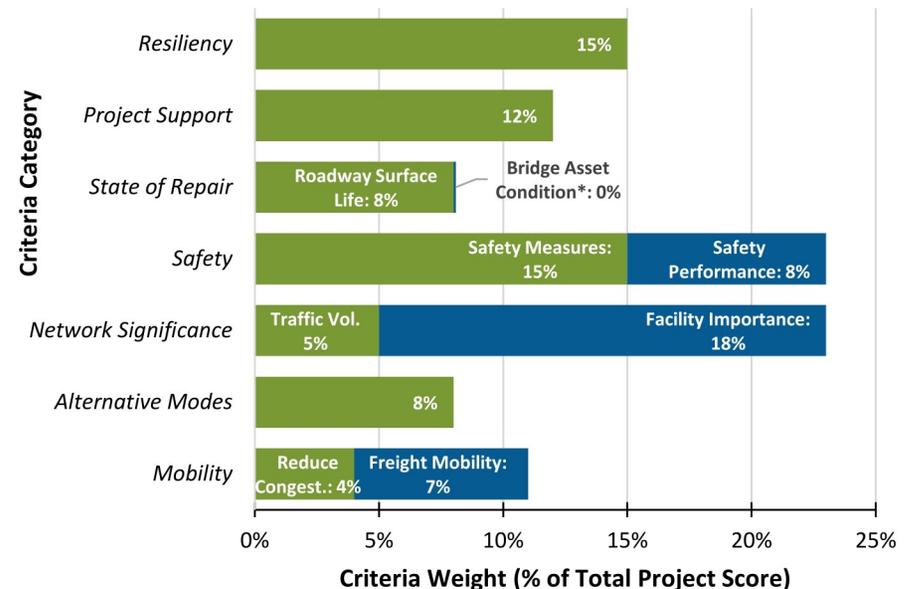
4. December 2018 - March 2019: NH DOT reviews project proposals, develops engineering-based cost estimates, and prepares recommendations and comments for project proposals. NH DOT and Council staff meet to discuss the results of NH DOT’s review. Council staff communicates any changes to project proposals to communities. Council staff begins preparation of draft FY 2021-2030 RTIP that includes revised project proposals.

5. April 2019: Council staff presents draft RTIP to TAC for review and comment. Council staff then presents draft final RTIP to Council Commissioners for approval. Council staff finalizes RTIP and submits RTIP to NH DOT to express regional priorities for the FY 2021-2030 TYP.

FY 2021-2030 TEN YEAR PLAN PROJECT EVALUATION CRITERIA

Proposals for new FY 2021-2030 TYP projects were reviewed using a set of 12 evaluation criteria developed by NH DOT and New Hampshire’s nine regional planning commissions. The Council worked with its Transportation Advisory Committee (TAC) to weight each of the criteria in order to reflect regional priorities for transportation improvements. Project evaluation criteria and associated weights are presented in **Figure 3**. *The assigned weights place a primary emphasis on projects that improve the safety and natural hazard resiliency of regionally-important transportation facilities.*

Figure 3: FY 2021-2030 Ten Year Plan (TYP) Project Evaluation Criteria and Weights



*No projects pertaining primarily to bridge condition were submitted for consideration for the FY 2021-2030 Ten Year Plan (TYP), so the Bridge Asset Condition criteria was not considered in project evaluations.

TABLE 1: PROGRAMMED PROJECTS IN FY 2019-2028 TEN YEAR PLAN (TYP)

Town(s)	Project #	Location	Project Description	Project Timeline¹	Budget²	Program & Category³
Conway	40638	NH 16, NH 113, NH 153	Intersection improvements to NH 16 including intersections of NH 16/NH 153 and NH 16/NH 113.	CON: 2019	\$2,597,750	P: None-Highway C: Individual Projects
Jackson	40808	Valley Cross Rd	Bridge rehabilitation of Valley Cross Rd bridge over Wildcat Brook.	PE: 2019 ROW: 2019 CON: 2019	\$615,300	P: State Aid Bridge C: Bridges
Whitefield	16025	Hazen Rd	Bridge rehabilitation of Hazen Rd bridge over Johns River.	PE: 2019 ROW: 2019 CON: 2019	\$179,463	P: State Aid Bridge C: Bridges
Conway	40018	NH 16	Reconstruct NH 16 from Olympic Lane east 0.60 miles to Village Lane.	CON: 2019-2020	\$3,149,710	P: Other Fed Aid P: NON-PAR (other) B: Individual Projects
Dummer/ Cambridge/ Errol	16304B	NH 16	Widening and rehabilitation where needed from NH 110A in Dummer to 0.2 miles south of NH 26.	CON: 2020	\$3,300,000	P: None-Highway B: Individual Projects
Colebrook	40640	US 3/Main St	Reconstruction of about 2700' of US 3/Main St from South Main Street traffic island to Beaver Brook.	PE: 2019 ROW: 2019 CON: 2020	\$1,171,167	P: None-Highway P: TA C: Individual Projects
Lancaster, NH - Guildhall, VT	16155	US 2	Bridge replacement of US 2 bridge over Connecticut River (Roger Ranger's Bridge)	PE: 2019 ROW: 2019 CON: 2020	\$10,364,831	P: Bridg-T1-2-Rehab-Rcn P: NON-PAR (Vermont) C: Red List Bridges
Conway	41755	Parallel to North-South Rd	Construct 2.8-mile multi-use path.	PE: 2019-2020 ROW: 2019 CON: 2020	\$1,534,475	P: CMAQ C: Mandated Federal
Wentworth	40648	Frescoln Rd	Bridge replacement of Frescoln Rd bridge over Rocky Branch.	PE: 2020 ROW: 2020 CON: 2020	\$809,771	P: State Aid Bridge C: Bridges
Colebrook	40651	Harvey Swell Rd	Bridge rehabilitation of Harvey Swell Rd bridge over East Branch Brook.	PE: 2021 ROW: 2021 CON: 2021	\$242,655	P: State Aid Bridge C: Bridges
Colebrook	40652	Bear Rock Rd	Bridge replacement - Bear Rock Rd over West Branch Mohawk River.	PE: 2021 ROW: 2021 CON: 2021	\$652,473	P: State Aid Bridge C: Bridges

TABLE 1: PROGRAMMED PROJECTS IN FY 2019-2028 TEN YEAR PLAN (TYP) (CONTINUED)

Town(s)	Project #	Location	Project Description	Project Timeline¹	Budget²	Program & Category³
Shelburne	40363	US 2	Bridge rehabilitation of Red List bridge carrying US 2 over Pea Brook.	PE: 2019-2021 CON: 2022	\$1,973,207	P: Bridg-T1-2-Rehab-Rcn C: Red List Bridges
Colebrook	40655	Pleasant St	Bridge rehabilitation of Pleasant St bridge over Mohawk River.	PE: 2022 ROW: 2022 CON: 2022	\$442,387	P: State Aid Bridge C: Bridges
Rumney	27162	Buffalo Rd	Bridge replacement of Buffalo Rd bridge over brook.	PE: 2022 ROW: 2022 CON: 2022	\$497,686	P: State Aid Bridge C: Red List Bridges
Jefferson	13602C	US 2	Improvements from NH 115 to Jefferson/Randolph town line.	PE: 2019-2020 ROW: 2021-2022 CON: 2023	\$8,882,261	P: Other Fed Aid C: Individual Projects
Conway	41402	Washington St	Bridge rehabilitation of Washington St bridge over Swift River.	PE: 2023 CON: 2023	\$1,928,090	P: State Aid Bridge C: Bridges
Eaton	41404	Potter Rd	Bridge replacement of Potter Rd bridge over Snow Brook.	PE: 2023 ROW: 2023 CON: 2023	\$487,693	P: State Aid Bridge C: Bridges
Franconia	24497	NH 18	NH 18, superstructure replacement for bridge carrying NH 18 over Lafayette Brook.	CON: 2023	\$3,118,969	P: Bridg-T3-4-Rehab-Rcn C: Red List Bridges
Jackson	22709	NH 16	Bridge Replace/Rehab for Red List Bridge carrying NH 16 over Ellis River (Br No 144/056)	CON: 2023	\$1,871,381	P: Bridg-T3-4-Rehab-Rcn C: Red List Bridges
Albany	29597	NH 16	Shoulder widening and pavement resurfacing to enable installation of centerline rumble strips.	PE: 2020 ROW: 2020-2021 CON: 2023-2024	\$8,535,705	P: None-Highway C: Individual Projects
Thornton	40613	NH 49	Deck replacement and scour protection for bridge carrying NH 49 over Mad River.	PE: 2019 –2021 CON: 2024	\$5,334,766	P: Bridg-T3-4-Rehab-Rcn C: Red List Bridges
Woodstock	27713	NH 175	Bridge rehabilitation of bridge carrying NH 175 over Pemigewasset River.	PE: 2019-2024 CON: 2024	\$4,528,506	P: Bridg-T3-4-Rehab-Rcn C: Red List Bridges

TABLE 1: PROGRAMMED PROJECTS IN FY 2019-2028 TEN YEAR PLAN (TYP) (CONTINUED)

Town(s)	Project #	Location	Project Description	Project Timeline ¹	Budget ²	Program & Category ³
Littleton, NH - Waterford, VT	27711	NH 18	Deck replacement and painting of Red List Bridge carrying NH 18 over Connecticut River.	PE: 2019 –2025 CON: 2025	\$5,634,522	P: Bridg-T3-4-Rehab-Rcn P: NON-PAR (Vermont) C: Red List Bridges
Franconia - Littleton	40514	Interstate 93	Pavement joint south of Exit 35 to pavement joint north of Exit 42, includes Exits 35 thru 42	PE: 2022-2024 ROW: 2022-2023 CON: 2025-2026	\$29,287,293	P: 4R C: Interstate Maintenance
Shelburne	40551	North Rd	Bridge Rehabilitation of the bridge carrying North Road over Androscoggin River.	CON: 2026	\$4,440,092	P: Bridg-T3-4-Rehab-Rcn C: Red List Bridges
Whitefield	41582	US 3/Lancaster Rd	Roadway reconstruction and safety improvements.	PE: 2027 ROW: 2027 CON: 2027	\$3,725,438	P: None-Highway C: Individual Projects
Milan	40576	Berlin Regional Airport	Preservation, modernization, and/or expansion of airport facilities; planning studies.	Other: 2019-2028	\$3,704,202	P: Airport Improvement C: Airport
Haverhill	41409	Dean Memorial Airport	Preservation, modernization, and/or expansion of airport facilities; planning studies.	Other: 2019-2028	\$4,726,109	P: Airport Improvement C: Airport
Whitefield	40578	Mt. Washington Regional Airport	Preservation, modernization, and/or expansion of airport facilities; planning studies.	Other: 2019-2028	\$3,191,803	P: Airport Improvement C: Airport
Madison, Conway ⁴	11339J ⁴ 11339T ⁴ 11339U ⁴	NH 16, Conway Bypass ⁴	Earthwork, bridge construction, and final construction for Conway Bypass - south segment ⁴ .	CON: 2028 ⁴	N/A ⁴	P: None-Highway ⁴ C: Individual Projects ⁴

¹ PE = preliminary engineering; ROW = right-of-way work; CON = construction. Years listed refer to state fiscal year(s) (July 1st through June 30th) listed in NH DOT FY 2019-2028 TYP. Project schedules may change as projects approach their start date or begin preliminary engineering, right-of-way work, and/or construction.

² Budget amounts listed refer to project budget listed in NH DOT FY 2019-2028 TYP. Project budgets may change as projects approach their start date or begin preliminary engineering, right-of-way work, and/or construction.

³ NON-PAR = non-participating funds (e.g., Vermont Agency of Transportation) Rcn = reconstruction
CMAQ = Congestion Mitigation & Air Quality 4R = Interstate Maintenance

⁴ The entire, three-phase Conway Bypass Project has an estimated budget of over \$170 million, according to NH DOT. The south segment of the project is funded at \$1 in the FY 2019-2028 TYP as a placeholder until further determinations can be made regarding funding availability, as well as local, regional, and statewide priorities and support.

TABLE 2: NEW REGIONAL PRIORITY PROJECTS - PROPOSED BY COMMUNITIES FOR THE FY 2021-2030 TEN YEAR PLAN (TYP)

Project Location	Project Name	Current Conditions in Project Area	Proposed Scope of Work	Project Cost Estimate and Timeline ¹	Project Rank
Gorham	NH 16/Glen Road Retaining Wall & Drainage Improvements	NH 16/Glen Road approximately one-quarter mile south of Libby St in Gorham has a sharp curve and deteriorating crib retaining wall with drainage issues. The condition of the crib wall presents a risk to regional mobility should it fail and block NH 16. The drainage issues cause ice to form on the curved roadway, creating a safety issue (history of crashes).	Replace failing crib wall with new retaining wall (approximately 500' long and 4-6' high). Include larger ditch offset between retaining wall and roadway to provide improved drainage.	PE: \$286,945 (FY 2025) ROW: \$65,601 (FY 2027) CON: \$3,104,532 (FY 2029) Total: \$3,457,078	1 (tie)
Shelburne	US 2 Culvert Upgrade (Josh Brook)	Severe rain events have caused significant damage to culvert and bridge infrastructure on US 2 in Shelburne, with impacts to local and regional mobility. The round culvert carrying Josh Brook under US 2 is undersized, with evidence of significant downstream erosion.	Replace the 6' round culvert carrying Josh Brook under US 2 with a larger box culvert, including relocation of adjacent aerial utilities.	PE: \$436,656 (FY 2025) ROW: \$131,203 (FY 2027) CON: \$2,000,699 (FY 2029) Total: \$2,658,558	1 (tie)
Berlin ²	NH 16 Roadway & Sidewalk Improvements	This stretch of NH 16 is the southern gateway to the City of Berlin and an important commuter, tourist, and freight route. This project would address poor roadway condition, aging drainage infrastructure, and poor sidewalk condition/ADA accessibility along NH 16 between Exchange Street and the Berlin/Gorham town line.	Mill and overlay NH 16 from the Berlin city line to Hutchins Street. Reconstruct NH 16 from Hutchins St to Exchange St, incl. Exchange St and NH 16/Pleasant St. Replace sidewalks.	PE: \$936,755 (FY 2024) ROW: \$524,810 (FY 2027) CON: \$10,329,000 (FY 2030) Total: \$11,790,565 ²	3 (tie)²
Littleton	Main St, Meadow St & Saranac St Roadway, and Sidewalk Improvements	Western Main Street (US 302/NH 18) and Meadow Street (US 302) in downtown Littleton currently suffer from poor roadway condition, insufficient sidewalk and curbing infrastructure, and long pedestrian crossings, despite significant pedestrian activity. The intersection of Meadow Street and Saranac Street has a severely acute turning angle that is dangerous for drivers.	Reconstruction of western Main St and Meadow St with pedestrian and curb improvements. Intersection improvements at Bridge St/ Meadow St after Town realigns Saranac St/Bridge St. ²	PE: \$530,865 (FY 2024) ³ ROW: \$286,260 (FY 2027) ³ CON: \$3,499,655 (FY 2029) ³ Total: \$4,316,780 ³	3 (tie)

Table 2 continues on page 13

**Projects highlighted in yellow are estimated to fit within North Country Council's regional funding allocation of \$6.1 million for the FY 2021-2030 Ten Year Plan (TYP).*

TABLE 2 (CONTINUED): NEW REGIONAL PRIORITY PROJECTS - PROPOSED BY COMMUNITIES FOR THE FY 2021-2030 TEN YEAR PLAN (TYP)

Project Location	Project Name	Current Conditions in Project Area	Proposed Scope of Work	Project Cost Estimate and Timeline ¹	Project Rank
Berlin	NH 110 Roadway Improvements	The City of Berlin desires control and maintenance responsibilities for this corridor in order remain responsive to new development as well as permit year-round access for OHRVs/ATVs traveling to Jericho Mountain State Park. Prior to the transfer of control, the roadway should be improved to address variable roadway conditions and tie into the NH 110 Phase II project that was completed in 2017. Pavement and drainage infrastructure is in need of improvement.	Mill and overlay NH 110 from the end of the Phase II NH 110 project to the current urban compact line. Full road reconstruction from the current urban compact line to Jericho Lake Rd (new proposed urban compact line), including shoulder widening.	<p>PE: \$1,180,068 (FY 2024) ROW: \$262,405 (FY 2027) CON: \$10,963,389 (FY 2029) Total: \$12,405,862⁴</p>	5 ⁴

- ¹ PE = preliminary engineering; ROW = right-of-way work; CON = construction. Project cost estimates provided by NH DOT, March 2019. Cost estimates assume 2.55% annual inflation. Project timelines reflect anticipated year-of-expenditure from NH DOT’s cost estimates, and could change in the Ten Year Plan development process.
- ² As this project is located in the City of Berlin Urban Compact, this project would be funded using 80% TYP funds and 20% local matching funds. NH DOT’s cost estimate for this project exceeds North Country Council’s regional funding allocation of \$6.1 million for new FY 2021-2030 TYP projects; therefore, adequate funds are not available to support the inclusion of this project in the FY 2021-2030 TYP. The Council and the City of Berlin should work together to develop a scaled-down or phased project proposal for future TYP rounds.
- ³ NH DOT has recommended that this project be structured as a municipally-managed, Local Public Agency (LPA) project due to the potential for scope and budget changes. LPA projects require local matching funds (minimum of 20% of total project budget). Saranac St and Bridge St are not federal aid-eligible roadways; therefore, the costs for this work would need to be 100% funded by the Town of Littleton.
- ⁴ NH DOT’s cost estimate for this project exceeds North Country Council’s regional funding allocation of \$6.1 million for new FY 2021-2030 TYP projects; therefore, adequate funds are not available to support the inclusion of this project in the FY 2021-2030 TYP. The Council and the City of Berlin should work together to develop a scaled-down or phased project proposal for future TYP rounds.

TABLE 3: UNFUNDED REGIONAL PRIORITY SURFACE TRANSPORTATION PROJECTS - SUBMITTED TO PREVIOUS TEN YEAR PLAN (TYP) ROUNDS ¹			
Town(s)	Project Location	Project Description	Project Notes
Conway	East Conway Road	Reconstruct approximately 8.5 miles of road base and drainage. Pave entire length.	Cost: \$9,250,000 (2015 estimate). Submitted to NH DOT in 2015 TYP application cycle. Ranked as 4th priority in NCC region among project submissions. Not funded.
Groton	Sculptured Rocks Road	Removal of the existing bridge over Atwell Brook, construct temporary bridge, and construct new, two-lane bridge. Municipal-owned Red List Bridge.	Cost: \$585,000 (2013 estimate). Submitted to NH DOT in 2013 and 2015 TYP application cycles. Ranked as 3rd priority in NCC region among 2015 project submissions. Not funded.
Northumberland	Groveton Covered Bridge	Rehabilitate 126-foot covered bridge to allow motor vehicle use and provide second route of egress across Upper Ammonoosuc River. Bridge is currently restricted to pedestrians and snowmobiles/OHRVs. Replace deck and construct super- and sub-structure supports. Change horizontal and vertical clearances if necessary. Change deck geometry if necessary.	Cost: \$11,455,000 (2017 estimate). Submitted by Town of Northumberland to TYP. Project is not eligible for TYP - requires alternative funding source(s).

¹ Projects listed in Table 3 have been submitted as TYP projects in past cycles, but were not funded. This table is not intended to be a complete list of unfunded, regionally-significant transportation projects in the North Country Council planning region. Inclusion of a project in this table does not necessarily indicate that the project is a higher priority than other unfunded transportation projects or needs in the region.

TABLE 4: PROGRAMMED BICYCLE AND PEDESTRIAN CAPITAL PROJECTS IN FY 2019-2028 TEN YEAR PLAN (TYP) - FUNDED BY TRANSPORTATION ALTERNATIVES PROGRAM (TAP)¹

Town(s)	Project #	Project Location	Project Description	Project Timeline ²	Budget ³
Colebrook	40640	US 3/Main St	Sidewalk improvements as part of roadway reconstruction project on Main St.	PE: 2019 ROW: 2019 CON: 2020	\$777,305
Berlin	41367	NH 16/Main St and Riverside Drive	Construct multi-use path along Androscoggin River from Service Credit Union Heritage Park to 12th St.	PE: 2019 CON: 2021	\$832,122
Littleton	41362	US 302/Cottage St, Mill St, South St, Meadow St, and Bronson St.	Construct sidewalks along Cottage St, Mill St, South St, Meadow St, Mt. Eustis Rd, and Bronson St.	PE: 2019 CON: 2021	\$940,779
Northumberland ⁴	N/A ⁴	US 3/Main St/State St, Church St	Reconstruct sidewalks in Groveton Village along State St, Main St, and Church St. Construct new sidewalk along Church St to Groveton Elementary School.	N/A ⁴	\$800,000 ⁴

¹ As part of the Transportation Alternatives Program (TAP) process, North Country Council is asked to submit regional priority rankings for TAP projects submitted by communities in the region. The Council works with its Transportation Advisory Committee (TAC) to rank projects using a set of criteria established by the NH DOT TAP Advisory Committee (TAPAC). In 2018, the Council's regional rankings counted for 6% of the statewide project scores and rankings developed by the TAPAC. Nine (9) projects statewide received TAP funding out of 38 proposals.

² PE = preliminary engineering; ROW = right-of-way work; CON = construction. Years listed refer to state fiscal year(s) (July 1st through June 30th) listed in NH DOT FY 2019-2028 TYP. Project schedules may change as projects approach their start date or begin preliminary engineering, right-of-way work, and/or construction.

³ Budget amounts listed refer to project budget listed in NH DOT FY 2019-2028 TYP. Project budgets may change as projects approach their start date or begin preliminary engineering, right-of-way work, and/or construction. TAP projects require a minimum 20% local match; budget amounts listed refer only to the amount of funding provided by NH DOT/FHWA through the TAP program.

⁴ The Groveton Village sidewalk project was awarded funding through the 2018 Round 3 Transportation Alternatives Program (TAP) funding round, which occurred after the development and adoption of the FY 2019-2028 Ten Year Plan (TYP). Project phases, timeline, and budget will be incorporated into the FY 2021-2030 TYP.

TABLE 5: UNFUNDED PRIORITY BICYCLE AND PEDESTRIAN CAPITAL PROJECTS - SUBMITTED TO 2018 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) ROUND¹

Town(s)	Project Location	Project Description	Project Notes
Berlin	Hutchins St	Construct 1,760' sidewalk along Hutchins St to connect Napert Village area to larger residential neighborhood and complete pedestrian loop connecting downtown and Mason St/12th St bridges.	Cost Estimate: \$715,240 Ranked #1 project in NCC region for 2018 TAP round. Not funded.
Conway	Adjacent to US 302 between Hemlock Ln and Smith-Eastman Park	Construct 10' wide, 1.75-mile multi-use recreation path from CMAQ-funded Phase 1 Recreation Path to Smith-Eastman Park.	Cost Estimate: \$1,291,660 Ranked #3 project in NCC region for 2018 TAP round. Not funded.
Franconia	NH 116 between Bickford Hill Rd and Main St/NH 18	Construct 8' wide side path along NH 116 connecting residential area to Main St/NH 18. Widen roadway by 3' to allow striping of bike lane.	Cost Estimate: \$896,400 Ranked #4 project in NCC region for 2018 TAP round. Not funded.
Whitefield	NH 116, King's Square	Replace sidewalks on Elm St and US 3/Lancaster Rd in King's Square. Construct sidewalk along NH 116 from King's Square to Weeks Medical Center.	Cost Estimate: \$431,200 Ranked #5 project in NCC region for 2018 TAP round. Not funded.
Albany	Passaconaway Rd	Widen and reconstruct "Narrows" section of Passaconaway Rd to permit safe travel by bicyclists and pedestrians. Reconstruct and repave 6,325' of road surface. Install guardrail along Swift River side of road.	Cost Estimate: \$503,682 Ranked #6 project in NCC region for 2018 TAP round. Not funded.

¹ As part of the Transportation Alternatives Program (TAP) process, North Country Council is asked to submit regional priority rankings for TAP projects submitted by communities in the region. The Council works with its Transportation Advisory Committee (TAC) to rank projects using a set of criteria established by the NH DOT TAP Advisory Committee (TAPAC). In 2018, the Council's regional rankings counted for 6% of the statewide project scores and rankings developed by the TAPAC. Nine (9) projects received TAP funding out of 38 proposals statewide.