

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 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)

Reason for non-participating funds

Non-Participating \$

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

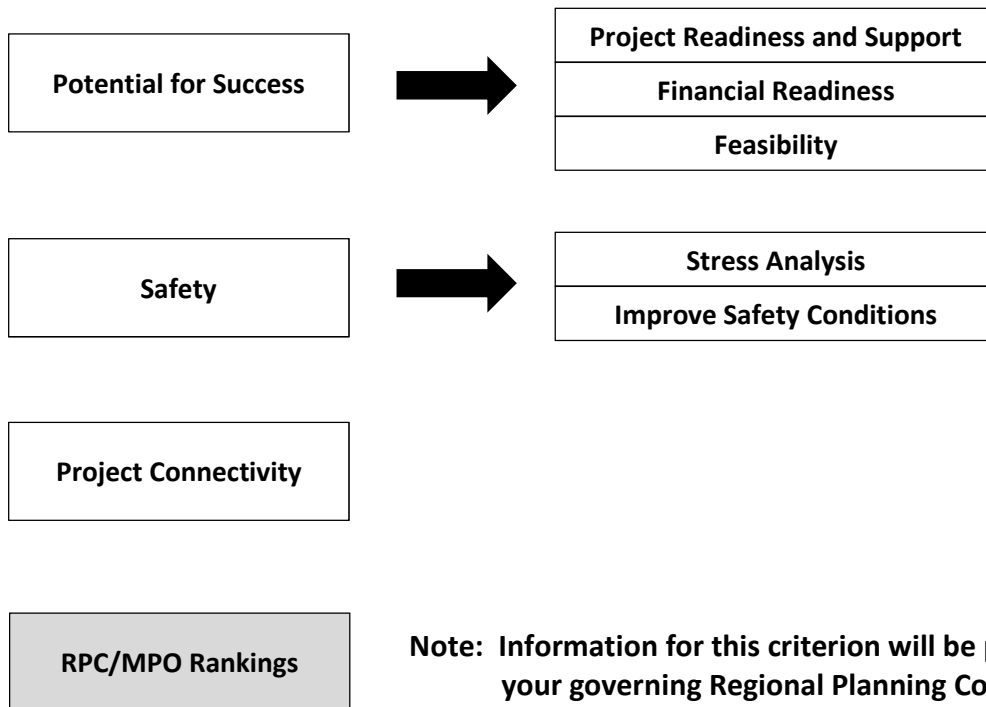
4. Evaluation Criteria (*Applications will be scored on criteria developed by the Department's Transportation Alternatives Program Advisory Committee (TAPAC). The TAPAC developed these criteria to select the best applications for funding.*)

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**

MAIN CRITERIA

SUB-CRITERIA



Note: Information for this criterion will be provided by your governing Regional Planning Commission during the scoring process.

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

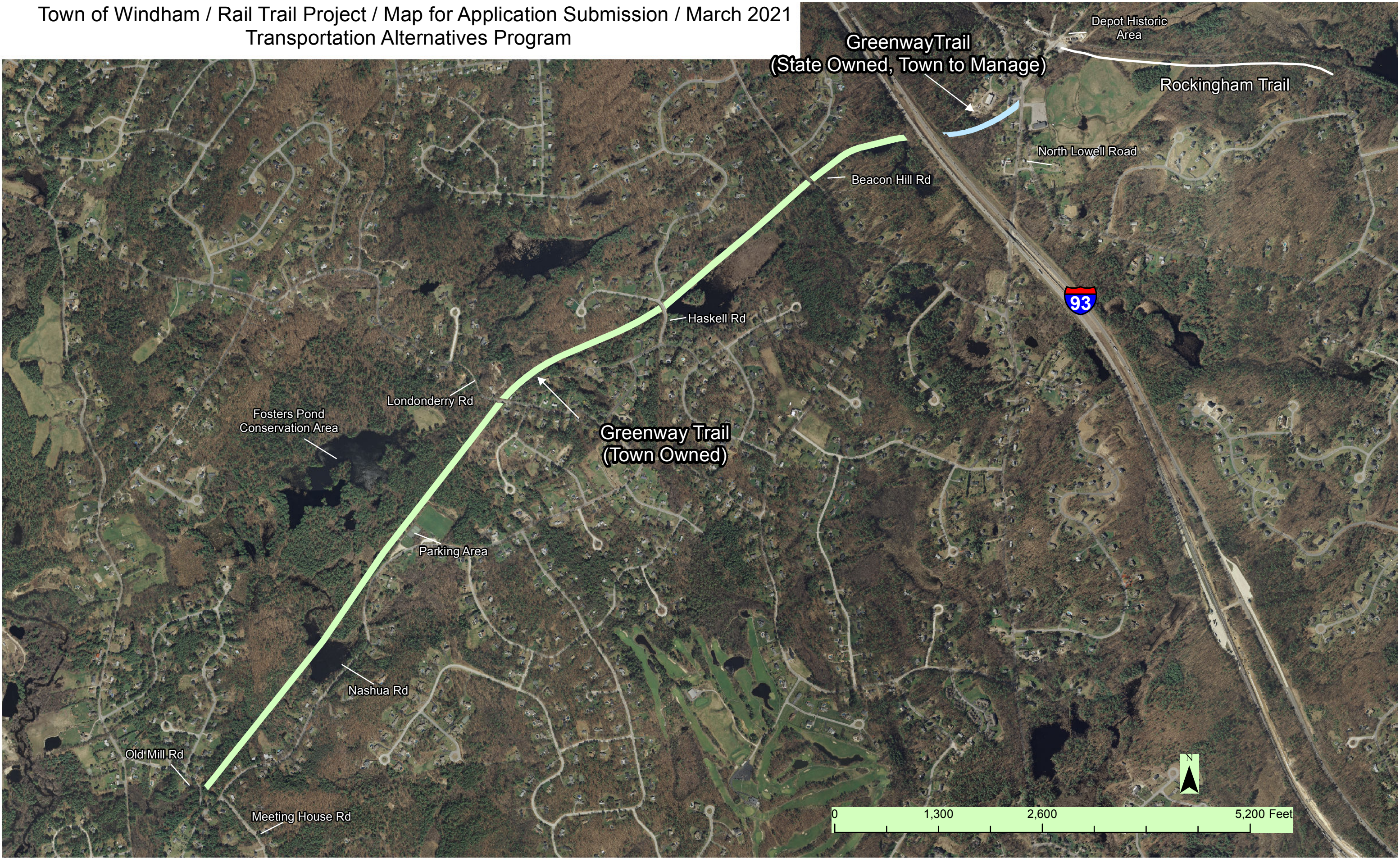
Failure to follow this naming convention will cause confusion and could result in applications and/or attachments being lost.

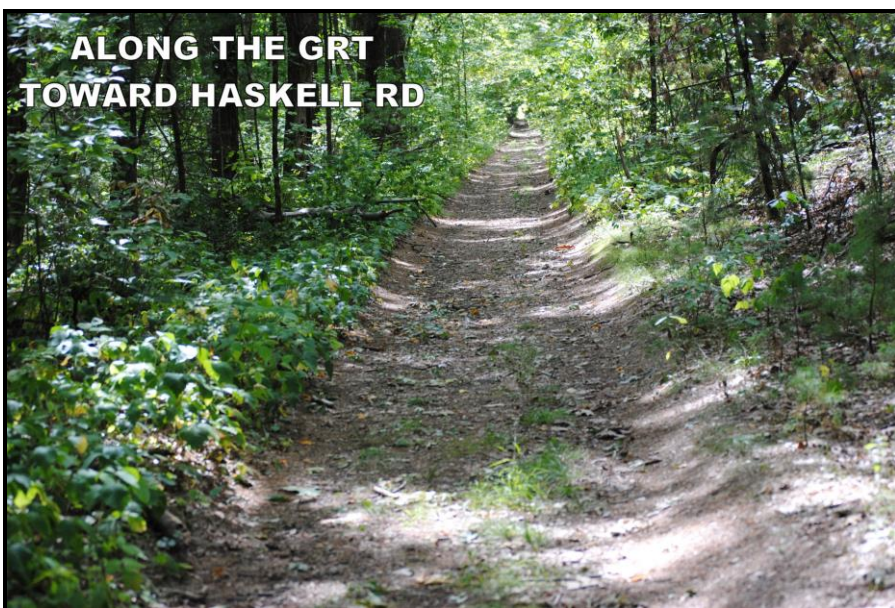
A TUTORIAL DOCUMENT WILL BE PUT ON THE TAP WEBSITE. THIS DOCUMENT WILL SHOW HOW TO ACCESS THE FTP SITE, HOW TO COPY FILES TO THE SITE AND TO EXPLAIN THE REQUIRED NAMING CONVENTION

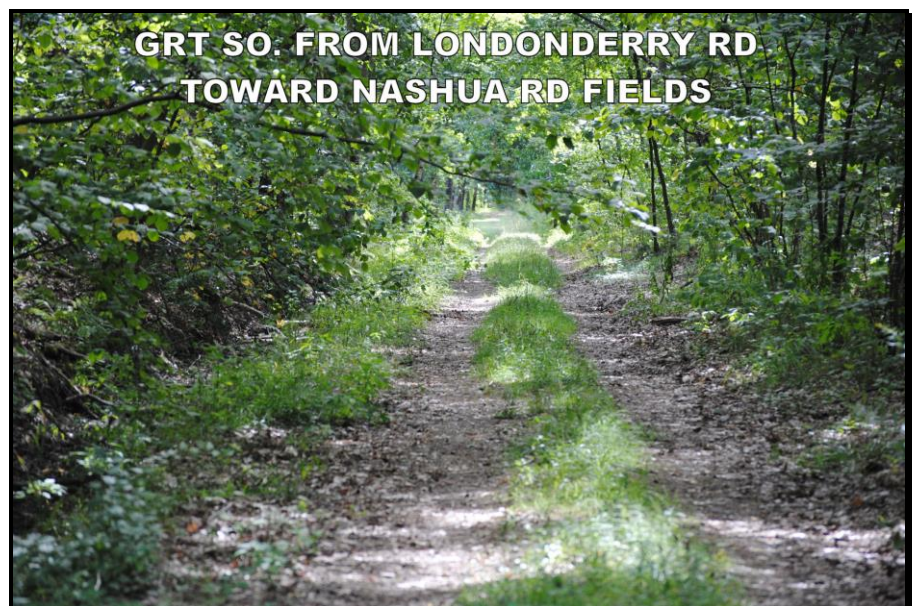
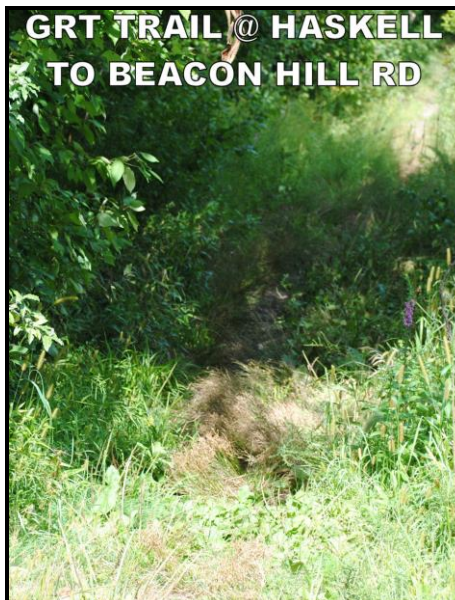
Submission: *All files must be received on or before 11:59 PM Friday March 19, 2021.*

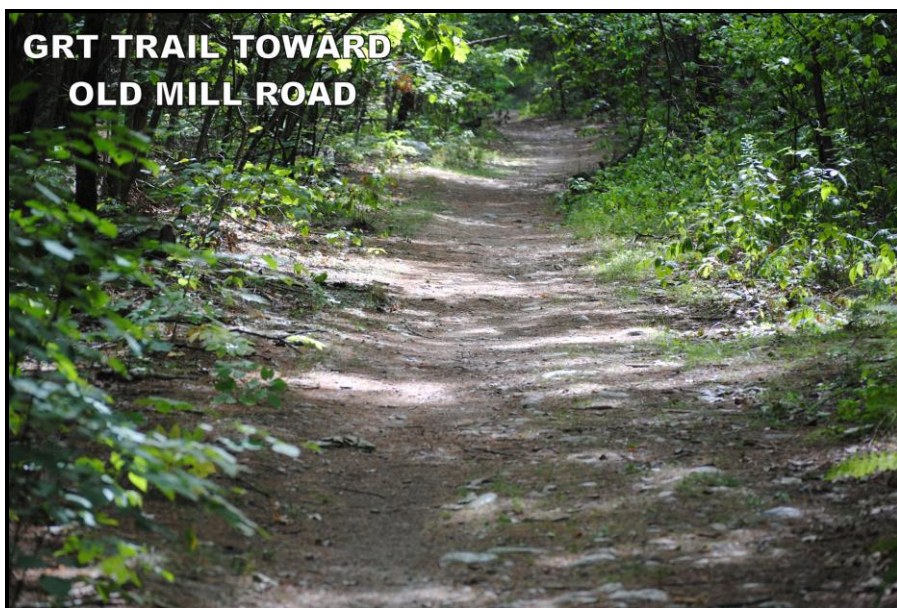
Direct any questions to: Tom Jameson, email: thomas.e.jameson@dot.nh.gov , phone: 271-3462

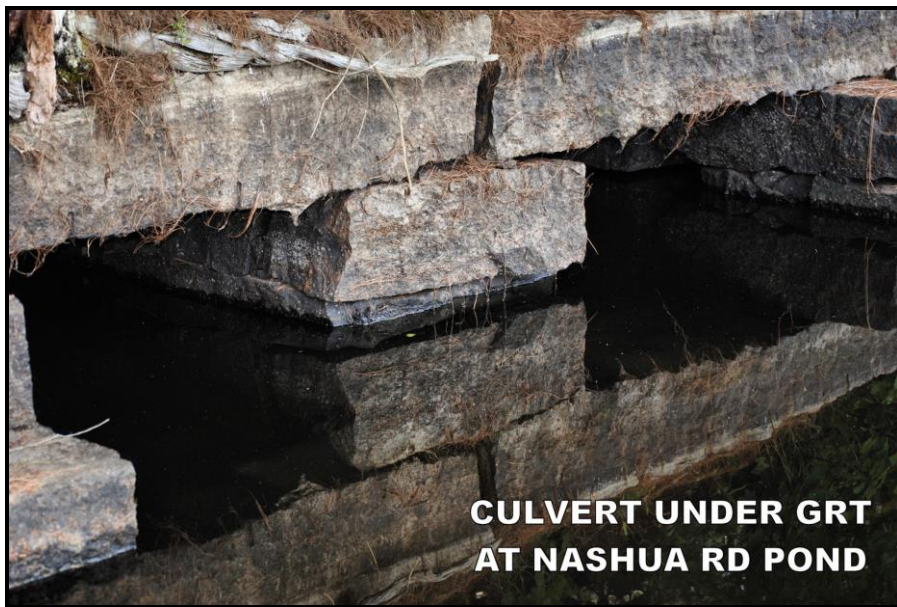
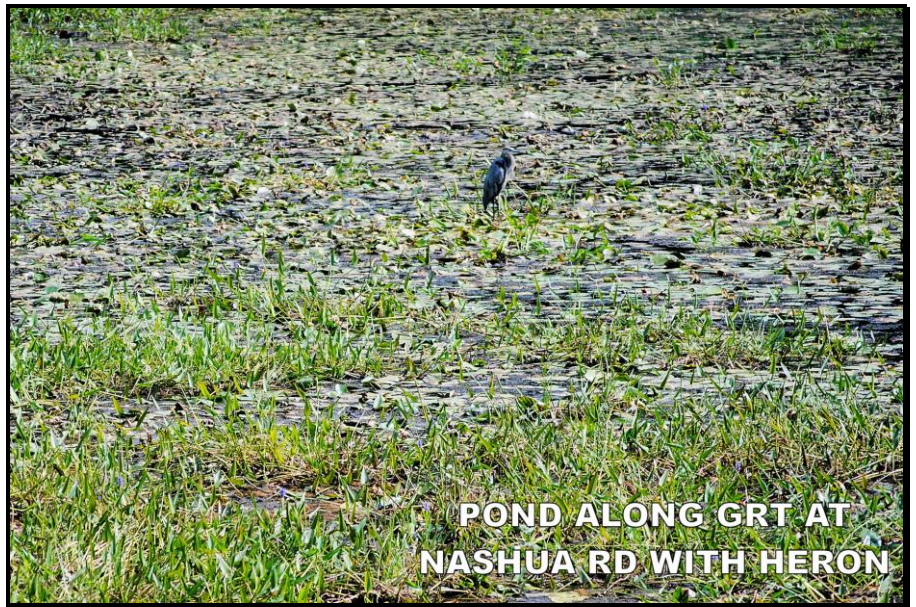
Town of Windham / Rail Trail Project / Map for Application Submission / March 2021
Transportation Alternatives Program

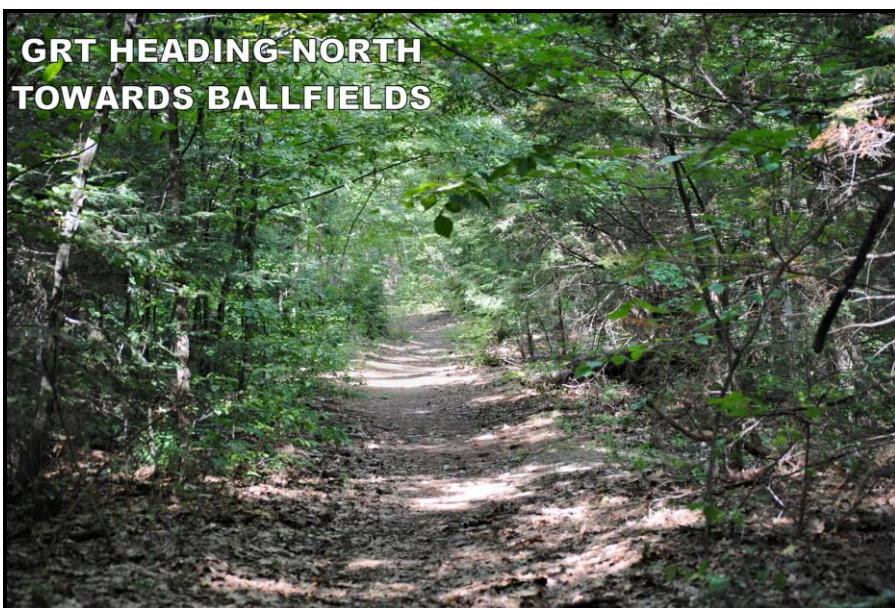
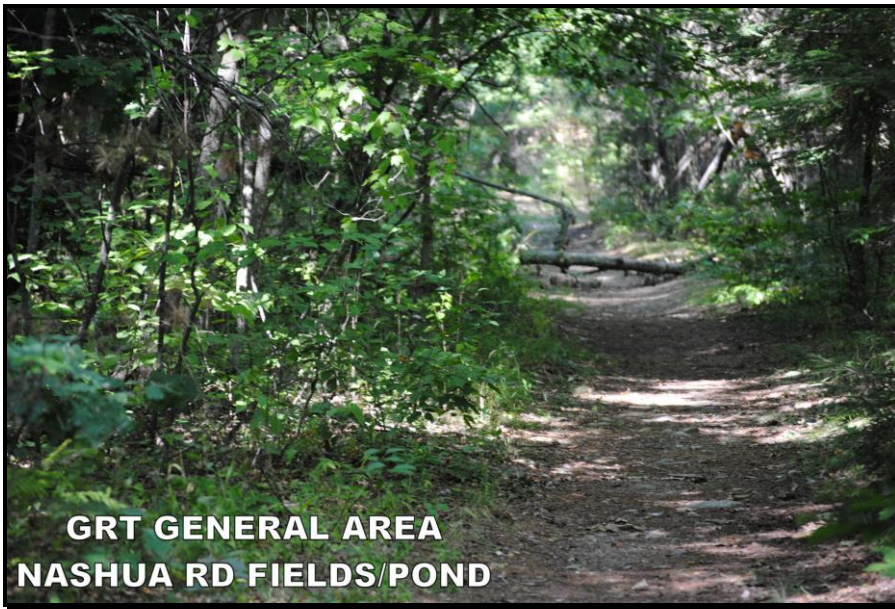


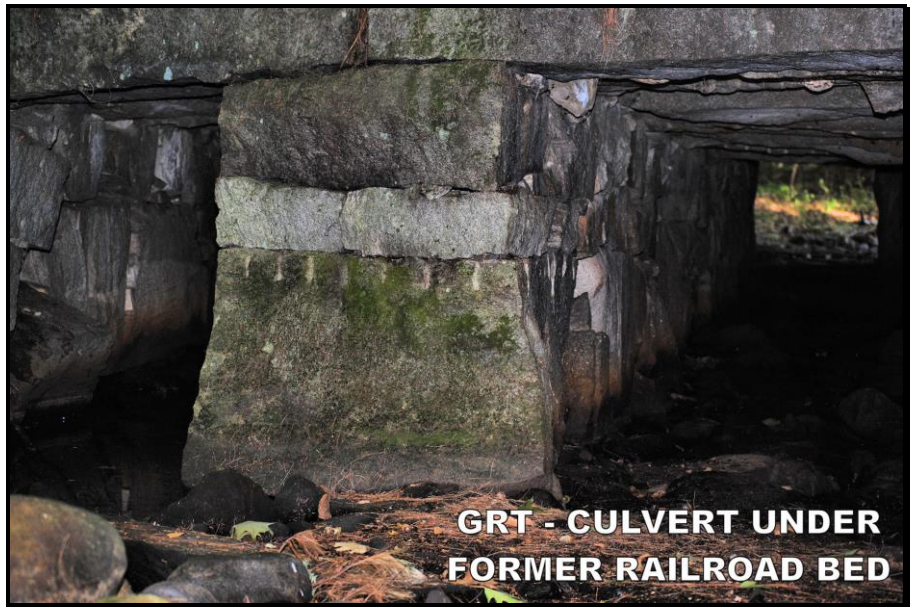




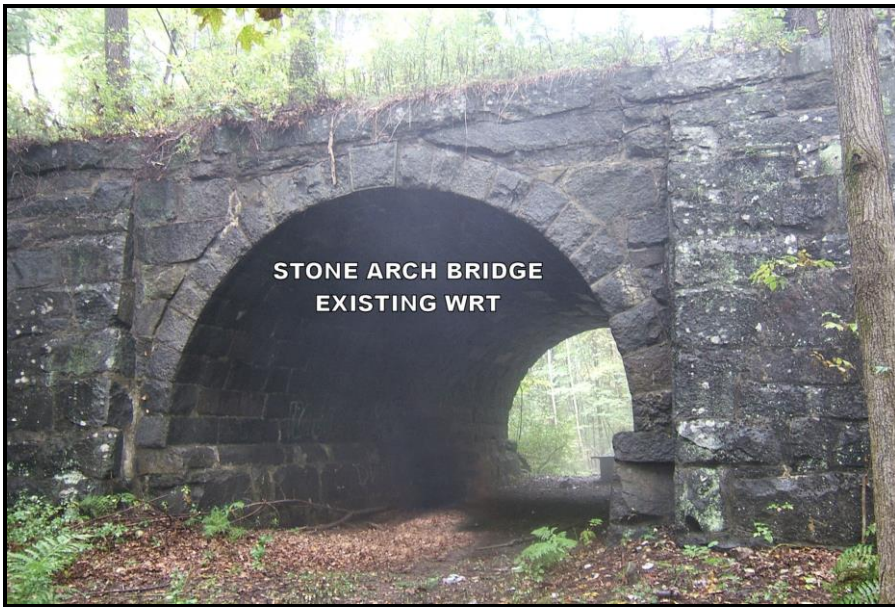












BK3573PG1971

Deed without Covenants

The State of New Hampshire by and through the Department of Resources and Economic Development, by authority of NH RSA 216-A:3II, for consideration paid, grants to the Town of Windham, with a mailing address of P.O. Box 120, Windham, N.H., 03087-0120, **WITHOUT COVENANTS**, a parcel of land situated in the Town of Windham, County of Rockingham, State of New Hampshire, being all of the former Boston and Maine Railroad right of way lying along the following described centerline:

Beginning at the intersection of the easterly right of way of Route 128 and the centerline of the right of way formerly operated by the Worcester, Nashua and Rochester Branch of the Boston & Maine Railroad; thence running in a generally northeasterly direction for a distance of approximately 3.5 miles to the intersection of the westerly right of way line of Interstate Route 93.

Reference is made to a Governor and Council approved transfer of control from the Department of Public Works and Highway to the Department of Resources and Economic Development dated January 29, 1975, Valuation Sheets V 6 NH #53-57 done for the Boston and Maine Railroad dated June 30, 1914 and a Commissioners Return of Highway Layout dated October 14, 1941 for a more particular description.

Excepting and reserving from the above-described parcel of land those sections lying within the rights of way of public highways, land conveyed by the State of New Hampshire to Harvey E. Bergeron by deed dated July 2, 1973 and recorded at Rockingham County Registry of Deeds Book 2207, Page 0461 and land previously owned by Perley R. Greeley.

This conveyance is made subject to the condition that the land be retained by the Town of Windham in perpetuity and be open to the general public for outdoor recreation purposes and for access to town-owned conservation and recreation land. No permanent structures, encroachments or easements shall be placed on the property. Provided, however, the town may, at their discretion convey one driveway easement to access a single family residence, said easement to be at a location that would not interfere with public access to, or use of, the property.

This conveyance is also made subject to reversionary rights of the State of New Hampshire, at no cost to said state, should all or any portion of the above described parcel be required for state government purposes.

This conveyance is also made subject to any and all claims, restrictions and all conveyances and easements of record and any reversionary rights that may exist.

This conveyance was authorized by vote of New Hampshire Governor and Executive Council at a meeting in Executive Council Chambers, Concord, New Hampshire on March 22, 2000, Agenda Item #59.

028150

2001 APR 30 AM 10:17

ROCKINGHAM COUNTY
REGISTRY OF DEEDS

BK 3573 PG 1972

IN WITNESS WHEREOF, the State of New Hampshire, Department of Resources and Economic Development by George M. Bald, Commissioner, has hereunto set its hand this 13TH day of April, 2001.

State of New Hampshire
Department of Resources and
Economic Development

By George M. Bald
George M. Bald, Commissioner

The foregoing instrument was acknowledged before me this 13TH day of April, 2001 by George M. Bald, Commissioner of the Department of Resources and Economic Development.



James F. Carter
Notary Public/Justice of the Peace
My Commission Expires: JAN. 19, 2005

CIP FY 2021 - 2028 Appropriation Chart (Details)

Notes	CRF Balances	2021	2022	2023	2024	2025	2026	2027	2028
Effective Availability Other		\$ 2,037,317	\$ 2,217,409	\$ 2,303,565	\$ 2,349,636	\$ 2,396,629	\$ 2,444,561	\$ 2,493,453	\$ 2,543,322
OTHER CIP ANNUAL CONTRIBUTIONS									
Total Other contributions		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net to Annual CIP Appropriations		\$ 2,037,317	\$ 2,217,409	\$ 2,303,565	\$ 2,349,636	\$ 2,396,629	\$ 2,444,561	\$ 2,493,453	\$ 2,543,322
ANNUAL APPROPRIATIONS									
FIRE DEPARTMENT									
Engine 1 Replacement (8 year bond)			104,720	104,720	104,720	104,720	104,720	104,720	104,720
Ambulance Replacement				350,000					
SCBA Equipment Upgrades					236,000				
Forestry Replacement							220,000		
Tanker Replacement								480,000	
Mobile/Portable Radio Replacement									275,000
Sub-Total		-	\$0	\$104,720	\$454,720	\$340,720	\$104,720	\$324,720	\$379,720
HIGHWAY AGENT									
Road Improvements		420,000	441,000	463,050	486,203	510,513	536,038	562,840	590,982
(2) 5 Ton Truck purchases (3 year bond)		124,480	124,480	124,480					
Highway Equipment - Small excavator		100,000							
5 Ton Truck replacement (2014 Truck)					210,000				
5 Ton Truck replacement (2016 Truck)						215,000			
Sub-Total		-	\$644,480	\$565,480	\$587,530	\$696,203	\$510,513	\$751,038	\$562,840
ADMINISTRATION/BOARD OF SELECTMEN									
Town Complex Beautification	4	\$50,000	75,000	100,000	100,000				
Nesmith Library Solar PPA			30,000	30,000	30,000	30,000	30,000		
Sub-Total		50,000	\$75,000	\$105,000	\$130,000	\$30,000	\$30,000	\$0	\$0
GENERAL SERVICES									
Town Hall exterior renovation			220,000						
Fire Department Roof project			110,000						
Sub-Total		-	\$110,000	\$220,000	\$0	\$0	\$0	\$0	\$0
TRAILS COMMITTEE									
Greenway Recreation Trail and Planning Feasibility Study		30,000	250,000	250,000	300,000	370,000			
Sub-Total		-	\$30,000	\$250,000	\$250,000	\$300,000	\$370,000	\$0	\$0
Notes	CRF Balances	2021	2022	2023	2024	2025	2026	2027	2028
ANNUAL APPROPRIATIONS (continued)									
SCHOOL DEPARTMENT									
WMS Classroom HVAC Units and Roof Section C		363,867							
WCS HVAC Replace		217,385							
WHS Paving/Parking			112,389						
WCS Paving - back loop/parking area			103,000						
WCS Bus drop off area			223,000						
WCS Exterior Doors 8-10				100,427					
WCS Roof repairs				277,890					
WMS Paving - main parking area					210,000				
WSD HVAC					136,939				
Replenish CRF	5	247,350	361,611	421,723	453,061	118,762	124,735	800,000	800,000
Repair/Replace Septic	6	1,647				681,238	675,265		
Sub-Total		\$248,997	\$381,252	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
TOTAL ANNUAL APPROPRIATIONS		\$1,440,732	\$2,045,209	\$2,222,250	\$2,266,923	\$1,815,233	\$1,905,758	\$1,947,560	\$1,770,702
VARIANCE		\$596,585	\$172,209	\$81,315	\$82,714	\$581,396	\$538,803	\$545,892	\$772,619
OTHER ANNUAL APPROPRIATIONS									
Primary High School Bond	7	2,091,000	2,040,000	1,989,000	1,942,250	1,895,500	1,827,500	1,742,500	
Golden Brook School Bond	8	3,071,078	2,979,250	2,892,550	2,805,850	2,719,150	2,632,450	2,545,750	2,459,050
State Building Aid Received (Offset)		(602,995)	(602,995)	(602,995)	(602,995)	(602,995)	(602,995)	(602,995)	
School District Bonds Total Payments		\$ 4,559,083	\$ 4,416,255	\$ 4,278,555	\$ 4,145,105	\$ 4,011,655	\$ 3,856,955	\$ 3,685,255	\$ 2,459,050
Total cost per thousand town valuation for School Bonds		1.85	1.76	1.67	1.59	1.51	1.42	1.33	0.87
Fire Department Quint Bond	9	96,586	96,586	96,586	96,586	96,586	96,586	38,733	-
Total cost per thousand town valuation for Quint Bond		0.04	0.04	0.04	0.04	0.04	0.04	0.01	-
Land Acquisition Bond for 20-D-1200 and 20-E-300	10	191,820	185,700	179,580	173,460	167,340	161,220	155,100	143,980
Water Bond	11	70,635	68,340	66,045	63,750	61,455	54,160	52,120	50,080
Searles Chapel Building Roof and Tower Project	12	28,808	28,808	28,808	28,808	28,808	28,808	28,808	28,808
Total cost per thousand town valuation for other bonds		0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.08

CIP FY 2021-2028 Footnotes

Fixed CIP Obligations:

- Final payment on a three year lease payment plan for a new ambulance in 2019.
- Two year bond for \$80,000 of the Rail Trail Improvement Project approved in 2020.
- Final payment on two year bond for \$90,000 at 1.67% towards the purchase of a transfer station truck in 2019

Other CIP Annual Contributions:

None

Capital Reserve Funds:

- Unexpended CIP funds from prior year for Town Complex Beautification (established in 2020).
- Unexpended CIP funds from prior years for future School Building, Renovation and Land Acquisition (established in 2016).
- Unexpended CIP funds from prior years for School District Repair/Replace Septic (established in 2002).

Other Annual Appropriations:

- Primary High School Bond - 20 year term with last payment in 2026
- Golden Brook School Bond - 20 year term with last payment in 2038
- Fire Department Quint Bond - 10 year term with last payment in 2027
- Conservation Land Acquisition Bond - 15 year term with last payment in 2034. Payments are anticipated to come from the Conservation Commission's Land Acquisition Fund.
- Water Bond - 15 year term with last payment in 2034. Payments will ultimately come back to the Town from fees collected from water users initial hook-up fees.
- Searles Chapel Bond - 12 year bond for \$300,000 with final payment in 2032. Up to 50% of the annual payments are anticipated to come from the Searles Revenue Fund

Project Title: Nesmith Library Solar PPA

Proposed By: David Sullivan, Town Administrator

Estimated Cost: \$150,000 requested for FY 2026

Proposal: The project entails the installation of solar panels on the Nesmith Library roof which will yield a substantial reduction in the Library's annual electricity bill – on the order of \$6,000 annually – which corresponds to an approximate 25% annual reduction. The Project will proceed under a Purchase Power Agreement which provides the Town with the option of purchasing the system any time after the 6th year. Based on a 2019 bid process, but not implemented because of funding constraints and an issue with the final contract price, the Town estimated that a \$150,000 capital reserve fund accumulated through years 2021 – 2026 would be required to exercise the “buyout” option. This request provides for establishing a \$150,000 capital reserve fund by 2026 assuming the contract is awarded in 2021.

CIP Recommendation: The sub-committee assigned a Classification II (Necessary) with funding of \$150,000 over FY 2022-2026.

D. General Services

Project Title: Town Hall Exterior Renovation

Proposed By: Dennis Senibaldi

Estimated Cost: \$220,000 requested for FY 2022

Proposal: The Town Hall, the centerpiece of the Town's governmental area, has continued to deteriorate. Town Hall requires new siding since prior painting efforts have resulted in almost immediate peeling and have proven ineffective. In addition, windows will require replacement to overcome window sticking and draftiness within the building itself. This project will also include repair and replacement of damaged wood fascia and other exterior trim. This 2021 Project ensures that the Town Hall will contribute to the Town's overall beautification effort currently underway.

CIP Recommendation: The sub-committee assigned a Classification II (Necessary) with funding of \$220,000 in FY2022.

Project Title: Fire Department Roof

Proposed By: Dennis Senibaldi

Estimated Cost: \$110,000 Requested for FY 2021 Proposal: To replace the flat rubber and asphalt roof at the Windham Fire Department. The current Fire Department roof has passed its life expectancy of 20 years. The fire department has seen significant water leaks and has gotten progressively worse over the past 5 to 7 years. These leaks have happened in both the apparatus bay and office side of the building.

CIP Recommendation: The sub-committee assigned a Classification I (Urgent) with funding of \$110,000 in FY2021.

E. Trails Committee

Project Title: Greenway Recreation Trail and Planning Feasibility Study

Proposed By: Wayne Morris

Estimated Cost: \$1,200,000 requested for FY 2021

Proposal: The project has an estimated cost of \$1.2MM and involves creating a capital reserves fund for 5 years (\$240,000 per year). Improvements will include paving 2.27 miles (approx. 12,000') of the Greenway Recreational Trail (GRT). This portion of the GRT is predominantly located to the West of Rt. 93 and begins near the intersection of Meetinghouse Rd and Old Mill Rd

and runs Northeasterly to intersect with the Western right-of-way of Rt. 93. The NH DOT has installed two twelve-foot (12') box culverts under the highway to facilitate this connectivity between the GRT and RRT. The resulting corridor on nearly seven (7) miles would serve to interconnect miles of rail trail with the towns of Derry and Salem. It will also create a corridor that will connect the west and east sides of Windham. The project would include clearing the rail bed, repairing drainage culverts, building up rail bed base material and finally paving this 2.5 mile stretch. The town is currently working with the state to finalize the path from 93 to a North Lowell Road crossing. A 2015 study by the Southern NH Planning Commission monitoring use of the RRT, showed 11,000 trips between the months of October and November. Averaging 397 daily trips. On Columbus Day, 2,645 trips were recorded.

Grant availability for this project is unknown. This project would increase Windham's recreational trails and connect several different communities. Derry and Salem are actively improving their connecting trail systems. Improving this area would also afford users to access scenic areas of Foster's Pond Conservation area, Mitchell Pond, and a number of other adjacent undeveloped areas in Windham. The development of this section will allow easy access for residents living on or near Beacon Hill Rd., Nottingham Rd., Londonderry Rd., Nashua Rd., Old Mill Rd. and Kendall Pond Rd.

In 2014 the CIP Committee gave the project a ranking of 1.7 (necessary and needed within 1-3 years). More recently, the CIP Committee ranked the project Classification I (urgent), however the project was contingent on the Town receiving a grant to off-set costs.

In 2018, the CIP Committee gave the project a Classification I to start a Capital Reserve Fund in 2019. The BOS voted not to send to warrant.

CIP Recommendation: The sub-committee assigned a Classification II (Necessary) with funding of \$30,000 in FY 2021 to start funding a capital reserve fund over five years for this project.

F. Windham School District

Project Title: WMS Classroom HV Units

Proposed by: Bill Hickey, Business Administrator, Windham School District

Estimated Cost: \$363,867 requested for FY 2021

Proposal: The request is for funding to replace the existing 1997 classroom HV units in Section C due to operational failures, efficiency, and life expectancy. These units need constant maintenance to ensure the louvers, actuators, and controls are in working order to provide fresh air and heat to each classroom space. In addition, the request is for funding to replace the existing classroom AC units in Section C due to operational failures, efficiency, and life expectancy. These units need constant maintenance to ensure the condensers, indoor units, condensation pumps and controls are in working order to provide cooling to each classroom space.

Finally, this request is for replacement of the 1997 ballasted roof and insulation due to age, maintenance and envelope efficiency. EPDM will be installed in this section.

CIP Recommendation: The sub-committee assigned a classification I (Urgent) with funding of \$363,867 in FY2021.



TOWN OF WINDHAM, NEW HAMPSHIRE

OFFICE OF THE BOARD OF SELECTMEN/TOWN ADMINISTRATOR

POST OFFICE BOX 120, 4 NORTH LOWELL ROAD, WINDHAM NH 03087-0120

September 9, 2014

Mr. Pete Stamnas, Project Manager
NH Department of Transportation
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483

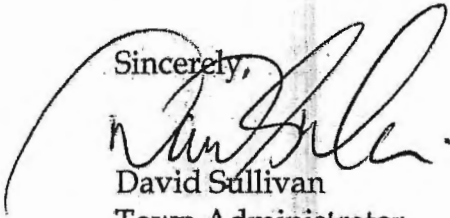
Re: I-93 Greenway Trail Connector

Dear Mr. Stamnas:

I send this to confirm that as part of their July 28th meeting, the Windham Board of Selectmen voted unanimously to accept the State's proposal relative to the Greenway Trail Connector and the State's installation of a box culvert crossing as outlined in your correspondence of June 13, 2014. The Board agrees that the town would assume the maintenance for the lighting to be installed within the culvert as well as commit to, at a minimum, the "blazing" of approximately 1,100 feet of trail from the eastern edge of the limited access right-of-way to North Lowell Road, along the existing trail right-of-way. Please note, however, that the affirmative Board vote did not extend to include those additional trail improvements beyond North Lowell Road as were requested by DRED.

As always should you require anything further, or have any questions regarding the Board's decision, please do not hesitate to contact me.

Sincerely,



David Sullivan

Town Administrator

cc: File



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

SALEM-MANCHESTER
10418C
(I-93 Reconstruction)

Bureau of Highway Design
Room 200
Tel. (603) 271-2171
Fax (603) 271-7025

June 13, 2014

David Sullivan
Town Administrator
PO Box 120, 3 North Lowell Road
Windham, NH 03087

Re: I-93 Greenway Trail Connector

Dear Mr. Sullivan:

The NHDOT plans to advance design on the alternative that constructs a box culvert under I-93, as recommended by the Town in correspondence dated February 11, 2014. The box culvert alternative will provide the safest, most direct route, and most cost effective solution to facilitate a Greenway Recreation Trail connection to the Rockingham Trail at the Depot. The box culvert work is planned for inclusion in the I-93 Salem to Manchester 14633B construction contract scheduled for advertisement in the fall of 2015.

The Town also requested the plan include lighting within the structure as well as wireless capabilities to allow cell phone usage within the culvert. The NHDOT will consider inclusion of lighting within the structure but will not include wireless capabilities as requested, as this provision goes well beyond normal accommodations for a recreation trail. The NHDOT does not believe lighting is necessary, but does consider it to be a reasonable accommodation for the location. Lighting will be included in the plan as long as the Town will assume maintenance and operational responsibilities for the lighting.

The NHDOT would like to partner with the Town on the trail construction aspect of the project. The NHDOT will construct the box culvert and make a connection to the existing trail to the west at no cost to the Town (shown in green on the plan). In exchange, we are asking for the Town to agree to blaze a trail, approximately 1100 feet in length, from the eastern edge of the Limited Access Right-of-Way to North Lowell Road, along the existing trail Right-of-Way (shown in yellow on the plan). The trail work would need to be completed by fall of 2018, which is the target date for completion of construction for project 14633B. This section of the trail ROW, along with the remaining 1000 feet from North Lowell Road to the Depot, is currently under control of the NH Department of Resources and Economic Development (NHDRED). DOT met with DRED on March 12, 2014 to discuss the proposal and they support the plan. DRED would like to amend the current trail agreement with the

Town to expand the Town's responsibilities to include the 2100 feet of ROW between the Depot and I-93 (shown in orange) and the 900 foot-long trail length (shown in green) from northbound ROW limits to the eastern limits of the Town's current trail maintenance responsibilities (shown in blue on the plan).

The DOT Team is willing to meet with the Town at your convenience to explain the proposal in more detail and discuss the agreements that will need to be executed to finalize the proposal. I will contact you in the near future to set up our next meeting.

Sincerely,



Project Manager

Attachment: Aerial Plan

cc (via email): Larry Keniston, DOT - Bureau of Rail & Transit



TOWN OF WINDHAM, NEW HAMPSHIRE

OFFICE OF THE SELECTMEN AND TOWN ADMINISTRATOR

POST OFFICE BOX 120, 4 NORTH LOWELL ROAD, WINDHAM NH 03087-0120

February 11, 2014

Mr. Pete Stamnas, Project Manager
Department of Transportation
John O. Morton Building
1 Hazen Drive, P.O. Box 483
Concord, NH 03302-0483

COPY

Re: **Interstate 93 – "Greenway" Trail Connector**

Dear Peter,

The Board of Selectmen has reviewed the two plan alternatives your department provided for connecting the "Greenway Trail". Of note both the Planning Board and the Highway Safety Committee had met previously on this matter with each voting to support the "box culvert" crossing alternative. As a result of their discussions, the Board voted unanimously to support the "box culvert" approach and further requested that the plan design include lighting within the structure as well as wireless capabilities to allow cell phone usage within the "tunnel" area.

As always, we thank you for your time and commitment to this project. We appreciate your support and are looking forward to discussing the results of your continued review of this alternative.

Respectfully yours,

David Sullivan
Town Administrator



TOWN OF WINDHAM, NEW HAMPSHIRE

OFFICE OF THE BOARD OF SELECTMEN/TOWN ADMINISTRATOR

3 NORTH LOWELL ROAD – WINDHAM, NEW HAMPSHIRE 03087

PH: 603 432-7732 FAX: 603 965-1234 EMAIL: TOWNADMIN@WINDHAMNH.GOV

March 8, 2021

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

RE: **TAP Grant Application – Letter of Support**

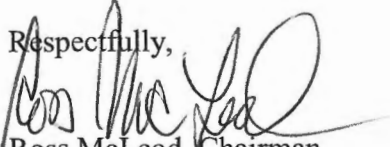
Dear Mr. Jameson:

On behalf of myself and my fellow Board members, it gives me great pleasure to submit this letter in support of the Town's TAP application for funding to improve 2.5 miles of the Greenway Recreational trail located west of Interstate 93.

As was the case in 2014 and 2016, it remains the Board's sincere belief that paving this portion of the Greenway Recreational Trail will greatly enhance not only the Town's trail network for bicyclists and pedestrians, but also the region's; as doing so will establish a connection between the heavily utilized 4.1 mile section of the Rockingham Recreational Trail to the east of I-93, and the Derry and Salem trails. We are highly confident that these additional trail improvements, once completed, will be equally as popular as the existing paved sections.

Please accept our thanks to you, and the Review Committee, for your time and effort in consideration of our community's application. Please do not hesitate to contact us should you have any questions, or if any further information is required.

Respectfully,


Ross McLeod, Chairman
Windham Board of Selectmen



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

March 19, 2021

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

Re: *TAP Grant Application – Greenway Recreational Trail, Windham NH*

Dear Mr. Jameson:

It is with pleasure that I submit this endorsement of the Town of Windham's grant application to the Transportation Alternatives Program seeking funds to improve an overall 2.27 +/- miles of the Greenway Recreational Trail (GRT). These improvements will serve to connect a myriad of trails in the area, from Salem to Derry and points north, thus providing a safe alternative to motorized traffic on our State and local roadways. Further, and equally as important, paving of the GRT and its resultant connection to these other trails will open tremendous recreational opportunities not only for the physically fit, but our elderly, disabled, and youngest populations, as well.

I urge the Review Committee to consider the wide and varied range of benefits that the Town's proposal outlines, and I thank you for your time and efforts toward the important and worthwhile Transportation Alternatives Program. Please do not hesitate to contact me if you have any questions, or if you would like additional information regarding my support for this important project.

Sincerely,

A handwritten signature in cursive script that reads "Regina Birdsell".

Senator Regina Birdsell
NH State Senate – Senate District 19
107 North Main Street
State House Room 105-A Concord, NH 03301



State Representative Charles E. McMahon

11 Floral Street, Windham New 03087

Phone: (603) 401-4646

March 17, 2021

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

Re: TAP Grant Application – Greenway Recreational Trail, Windham NH

Dear Mr. Jameson:

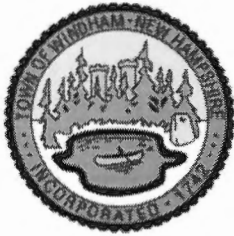
It is with pleasure that I submit this endorsement of the Town of Windham's grant application to the Transportation Alternatives Program seeking funds to improve an overall 2.5 +/- miles of the Greenway Recreational Trail (GRT). These improvements will serve to connect a myriad of trails in the area, from Salem to Derry and points north, thus providing a safe alternative to motorized traffic on our State and local roadways. Further, and equally as important, paving of the GRT and its resultant connection to these other trails will open up tremendous recreational opportunities not only the physically fit, but our elderly, disabled, and youngest populations, as well.

I urge the Review Committee to give consideration the wide and varied range of benefits that the Town's proposal outlines, and I thank you for your time and efforts toward the important and worthwhile Transportation Alternatives Program. Please do not hesitate to contact me if you have any questions, or if you would like additional information regarding my support for this important project.

Respectfully,

A handwritten signature in dark ink, appearing to read "Charles E. McMahon", written over a horizontal line.

Charles E. McMahon
District 7 State Representative



OLD VALUES - NEW HORIZONS
COMMUNITY DEVELOPMENT

CONSERVATION COMMISSION

3 N Lowell Rd, Windham NH 03087
(603) 432-3806 / Fax (603) 432-7362
www.WindhamNH.gov

March 9, 2021

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

Re: **Greenway Recreational Trail, Windham NH – TAP Grant**

Mr. Jameson:

The Windham Conservation Commission is writing in support of the Town's grant application for the Transportation Alternatives Program. The proposed improvements to the "Greenway" trail encompass the abandoned rail line formally known as the Worcester, Nashua and Portland Railroad. The Greenway currently has frontage on Fosters Pond Conservation Land, the most heavily used conservation parcel in Windham.

With the connection of the Greenway to North Lowell Road, via the DOT's installation of a box culvert under the highway as part of the Interstate 93 reconstruction, it will allow for non-motorized and pedestrian traffic to easily access the Rockingham Recreational Trail (RRT) with five additional conservation parcels along its length.

The improvements would also provide connectivity to a network of public pedestrian trails located in open space subdivisions along the RRT. In addition to the connectivity of conservation parcels and public trails, there will be connectivity of recreational fields located on the Greenway with planned fields to the east of the RRT located in Spruce Pond Estates.

When one looks at a map of Windham, a significant portion of the Town's population is located north of Route 111 and west of North Lowell Road. This makes the Greenway improvements easily accessible for commuting purposes along local, low volume roadways. With its connectivity to the RRT, the Greenway offers an alternative access choice to commuters from neighborhoods west of Route 93 to Derry and Salem, by means other than the automobile. The Greenway is similar in nature to the RRT as it runs past pristine wetlands and limited encroachment by development. As was the case with the development of the RRT in Windham, the old adage "build it and they will come" will certainly be the case for the Greenway.

Sincerely,

Wayne Morris, Vice Chairman
Windham Conservation Commission



Windham
Rail Trail
Alliance

Windham Rail Trail Alliance

P.O. Box 4317 • Windham N.H. 03087

March 18, 2021

David Sullivan
Administrator – Town of Windham
3 Lowell Rd
Windham, NH 03087

Dear David,

On behalf of the Windham Rail Trail Alliance, I am sending this letter in enthusiastic support of the Windham grant application for development of the town-owned abandoned Worcester, Nashua and Portland rail corridor, referred to as the Windham Greenway Trail. With the recent DOT development of a trail passageway tunnel as part of the Route 93 widening project, this grant provides Windham the best opportunity to fund the project at a reasonable cost.

The Windham Rail Trail serves as the benchmark for paved rail trails in the Southern New Hampshire region and anchor for the Granite State Rail Trail. The connectivity and development of this trail again highlights Windham's continuing leadership commitment to this remarkable greenway and transportation resource. Easier access from the Windham Greenway trail will provide a more convenient and safer access for Windham residents to the Windham Rail Trail

In 2020, an Eco Counter installed by Southern NH Planning for the month of May recorded an astounding 31,454 trips heading south from the Depot, exceeding our previous high of 12,418 in a similar period. The daily average was counted at 1,015.

We continue to support this trail for year round non-motorized, passive recreational use, with connectivity to North Lowell Road.

Again this is an exciting opportunity for Windham, and the WRTA looks forward to partnering in this effort.

Respectfully,

Mark Samsel
President
msamsel@windhamrailtrail.org
Windham Rail Trail Alliance
www.windhamrailtrail.org

cc: Board of Selectman



TOWN OF WINDHAM, NEW HAMPSHIRE

CHERYL S. HAAS, PARKS AND RECREATION DIRECTOR

3 North Lowell Road, Windham NH 03087

March 2, 2021

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

RE: *TAP GRANT APPLICATION – LETTER OF SUPPORT*

Dear Mr. Jameson:

On behalf of myself and the Windham Recreation Committee, I am pleased to submit this letter of support for the Town's application for grant monies toward improvements to a portion of the Greenway Recreational Trail west of Interstate 93. This is in keeping with the Recreation Committee's affirmative vote in support of the Town's 2014 and 2016 application, and our ongoing expression of same via inclusion of the Greenway Trail in our Recreation Chapter of the Town Master Plan.

The previously improved portions of the Windham Rail Trail are heavily utilized by bicyclists and pedestrians alike throughout the spring/summer/fall seasons. The availability of safe and accessible areas for passive recreation and fitness, such as the Trail, are an important part of any community, and Windham Recreation fully supports expansion of the existing trail network towards that end.

In closing, it is our hope that the Review Committee will look favorably upon the Town of Windham's application. Should you have any questions, or require any further information about our position, please do not hesitate to contact me.

Respectfully,

Cheryl S. Haas
Parks and Recreation Director