

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 \$

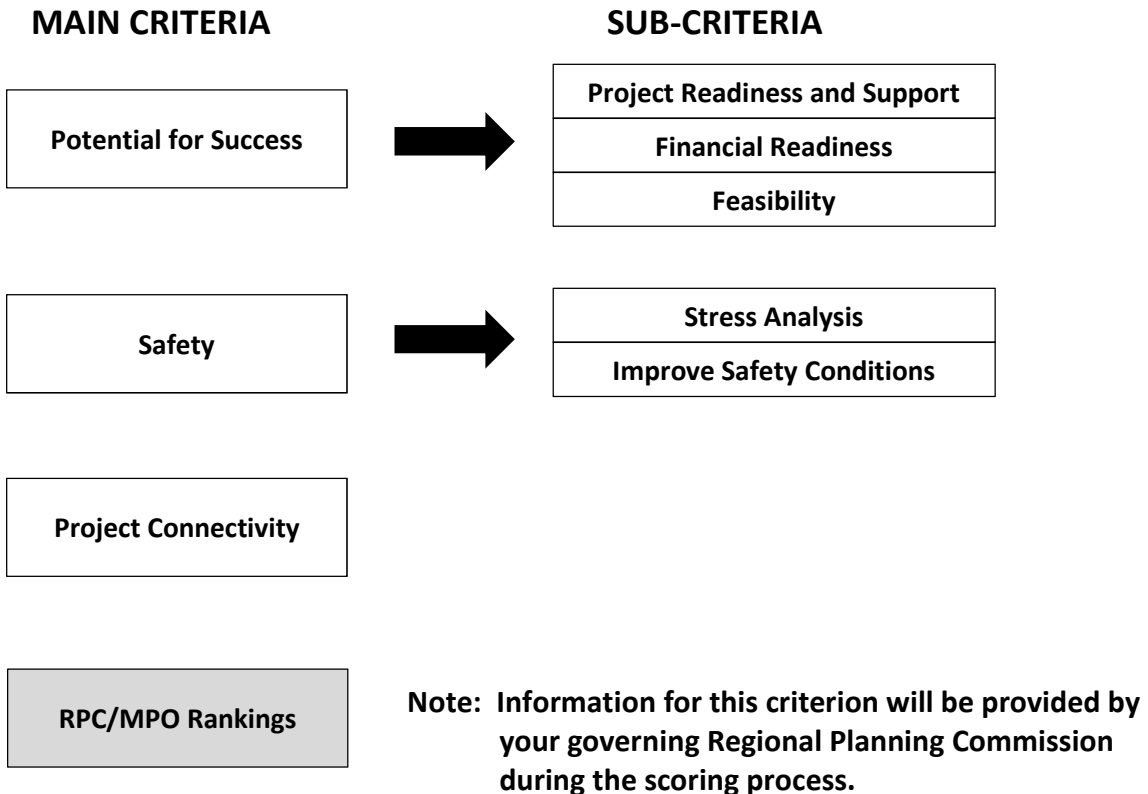
Funding Total \$
(Min. \$400,000 Max.\$1,250,000)

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.

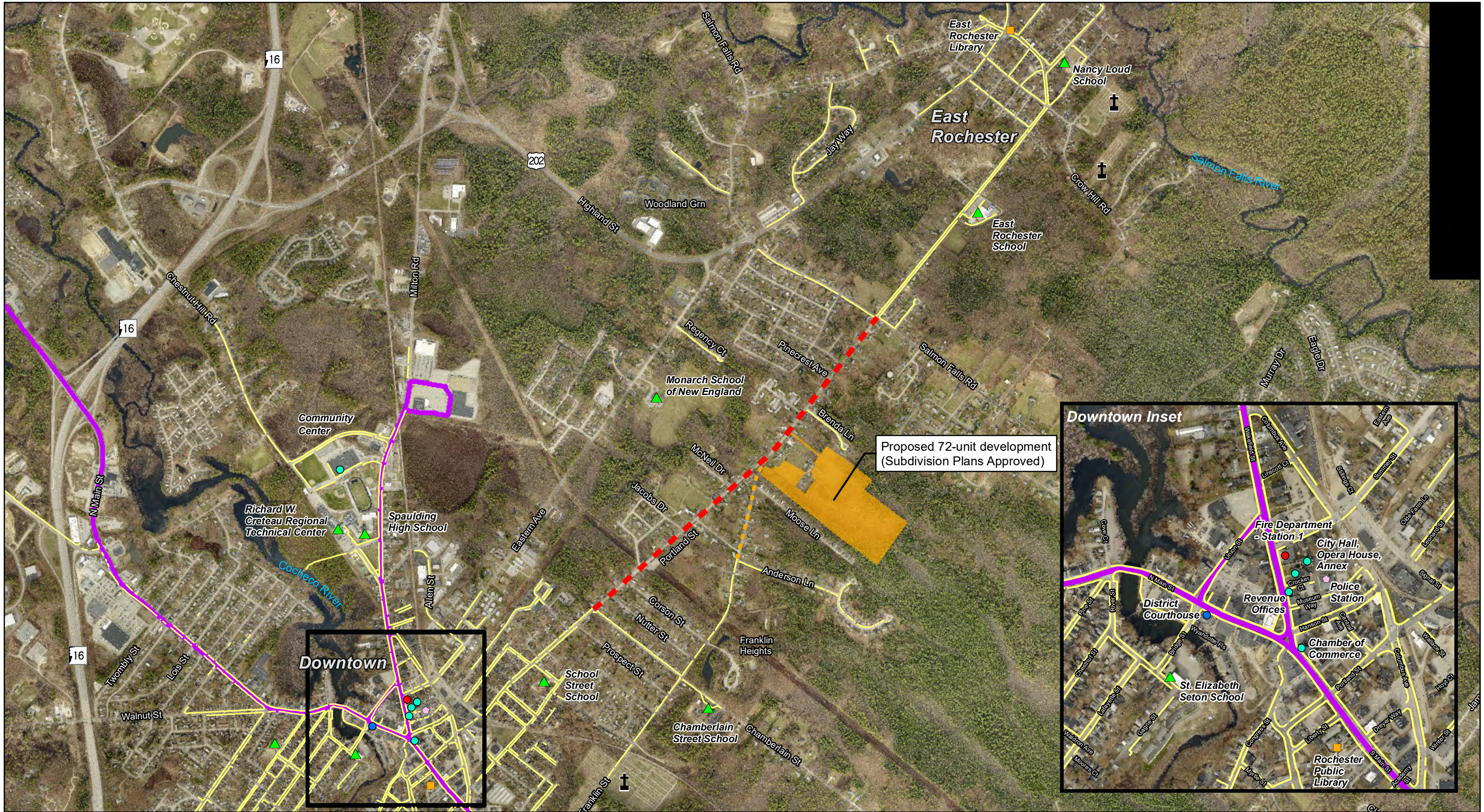
Example: **ConcordApplication.pdf ConcordMAP.pdf ConcordLetterOfSupport.pdf**

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

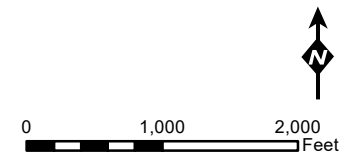


Legend

- Proposed TAP-funded Sidewalk
- Existing Sidewalk
- - - Planned Future Sidewalk
- Existing COAST Bus Route

Key Locations

- Cemetery
- Courthouse
- Fire Department
- Library
- Municipal Building
- Police Station
- School
- Approved Subdivision



This map is intended for planning purposes only. All features shown should be considered approximate.
 Date: 3/15/2021
 Author: DC - Rochester, NH
 Source: NHGRANT, City of Rochester




2021 NHDOT TAP Grant Application Map
 Proposed Sidewalk
 Portland Street
 Rochester, NH

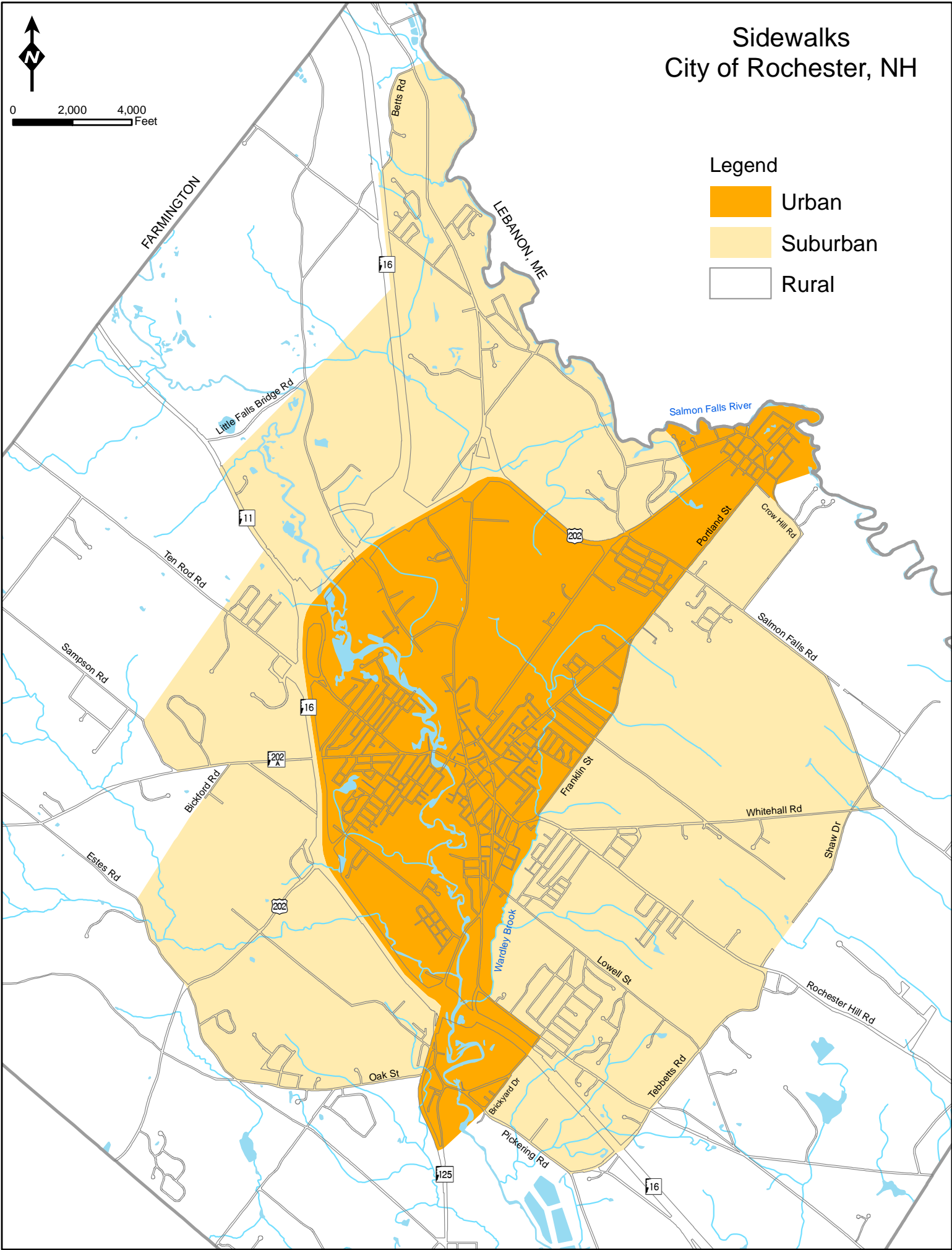
Sidewalks City of Rochester, NH



0 2,000 4,000
Feet

Legend

-  Urban
-  Suburban
-  Rural





City of Rochester, New Hampshire

OFFICE OF THE MAYOR

31 Wakefield Street • Rochester, NH 03867
(603) 332-1167

16 March 2021

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

Re: Rochester TAP Grant Letter of Support from the Governing Body

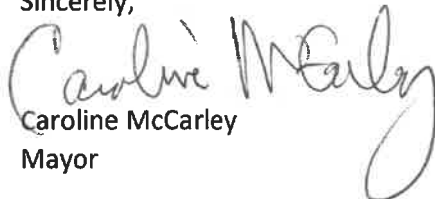
Dear Mr. Jameson:

At its March 16th, 2021 regular monthly meeting, the City Council approved a motion to authorize the submission of a NHDOT TAP Grant Application for the Portland Street Sidewalk Project. This project will connect existing sidewalks on Portland Street with new sidewalk between Chamberlain Street and Salmon Falls Road. The project is located in a residential area along a vital connection route between the urbanized areas of Downtown Rochester and East Rochester. Pedestrian safety along this corridor is a primary goal of this project. This connection forwards the City's transportation master plan goals, which include construction of new sidewalks which have the potential to connect over 1,000 households with downtown areas.

As evidenced by the unanimous vote of the City Council, the City of Rochester is committed to actively engaging and leading this project. Further, the City's cost share is in the proposed FY22 budget. As Mayor, I express my commitment to bring this project forward for approval if the grant is awarded to the City by NHDOT.

We appreciate your consideration of our application for grant funds and look forward to the opportunity to complete this significant project for pedestrian safety in our City.

Sincerely,


Caroline McCarley
Mayor



“We Work Together”

Chamberlain Street School

65 Chamberlain Street, Rochester, NH 03867 Telephone: 603-332-5258
Fax: 603-335-3098

Principal: Jennifer Hersom

Assistant Principal: Chris Turgeon

Thomas Jameson, P.E.

TAP Program Manager

NHDOT, Bureau of Planning & Community Assistance

7 Hazen Drive, P.O. Box 483

Concord, NH 03302-0483

Re: Rochester TAP Grant Letter of Support from the Governing Body

Dear Mr. Jameson:

Please accept this Letter of Support from the Chamberlain Street School for the 2021 Transportation Alternatives Program Grant that the City Public Works Department is submitting. This project will connect existing sidewalks on Portland Street with new sidewalk between Chamberlain Street and Salmon Falls Road. The project is located in a residential area along a vital connection route between the urbanized areas of Downtown Rochester and East Rochester, a project long imagined in the Master Plans of the City.

Pedestrian safety, and especially school aged child pedestrian safety along this corridor is a primary goal of this project. Chamberlain Street School has 45.76% of its children on reduced and free lunches and many of those same children walk to and from school. The area of Portland Street proposed in this project now has only gravel shoulders and is a high stress area to have children walking.

As evidenced by the unanimous vote of the City Council, the City of Rochester is committed to actively engaging and leading this project. We appreciate your consideration of our application for grant funds and look forward to the opportunity to complete this significant project for pedestrian safety in our City.

Sincerely,

Jennifer Hersom

Principal

Chamberlain Street School

Be Safe, Be Kind, Be Respectful, Be Responsible



**East Rochester School
773 Portland Street
East Rochester, NH 03868
(603) 332-2146**

The mission of the East Rochester School community is to provide a rich academic experience, create a foundation for life-long learning and to instill character in a safe and nurturing environment.

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

Re: Rochester TAP Grant Letter of Support from the Governing Body

Dear Mr. Jameson:

Please accept this Letter of Support from the East Rochester School for the 2021 Transportation Alternatives Program Grant that the City Public Works Department is submitting. This project will connect existing sidewalks on Portland Street with new sidewalk between Chamberlain Street and Salmon Falls Road. The project is located in a residential area along a vital connection route between the urbanized areas of Downtown Rochester and East Rochester, a project long imagined in the Master Plans of the City.

Pedestrian safety, and especially school aged child pedestrian safety along this corridor is a primary goal of this project. East Rochester School has 47% of its children on reduced and free lunches and many of those same children walk to and from school. The area of Portland Street proposed in this project now has only gravel shoulders and is a high stress area to have children walking.

As evidenced by the unanimous vote of the City Council, the City of Rochester is committed to actively engaging and leading this project. We appreciate your consideration of our application for grant funds and look forward to the opportunity to complete this significant project for pedestrian safety in our City.

Sincerely,

A handwritten signature in black ink, appearing to read "Christine Hebert", is written over a light blue horizontal line.

**Christine Hebert
Principal**



City of Rochester, New Hampshire
OFFICE OF THE MAYOR
31 Wakefield Street • Rochester, NH 03867
(603) 332-1167
www.RochesterNH.net



September 5, 2018

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

Re: Rochester TAP Grant Letter of Support from the Governing Body

Dear Mr. Jameson:

At its September 4, 2018 regular monthly meeting, the City Council approved a motion to authorize the submission of a NHDOT TAP Grant Application for the Portland Street Sidewalk Project. This project will connect existing sidewalks on Portland Street with new sidewalk between Chamberlain Street and Salmon Falls Road. The project is located in a residential area along a vital connection route between the urbanized areas of Downtown Rochester and East Rochester. Pedestrian safety along this corridor is a primary goal of this project.

As evidenced by the unanimous vote of the City Council, the City of Rochester is committed to actively engaging and leading this project. As Mayor, I express my commitment to bring this project forward for approval of a supplemental appropriation to the City's Capital Improvement Plan, if the grant is awarded to the City by NHDOT.

We appreciate your consideration of our application for grant funds and look forward to the opportunity to complete this significant project for pedestrian safety in our City.

Sincerely,

Caroline McCarley
Mayor

City of Rochester

TRANSPORTATION MASTER PLAN



PREPARED FOR
City of Rochester

PREPARED BY
VHB

February 2020



Master Plan for "The Gap" from the Greening America Design Charette completed in Rochester in 2018.

Full scale figure can be found in the appendix.

Pedestrians

Building out the sidewalk network to better connect residential areas to the City's businesses, cultural resources, and neighboring communities is a top priority for residents and city officials alike. The areas with the highest demand for new sidewalk connections are:

East Rochester Connections (Figure 16)

1. Portland Street (Salmon Falls Road to Chamberlin Street)

- » Closing this gap will provide a critical connection between East Rochester and Downtown
- » It is recommended that sidewalk be constructed on both sides, however one side would provide the necessary link
- » This connection is approximately 6,500 LF of sidewalk along one side of Portland Street
- » It would connect approximately 230 homes to Downtown

2. Salmon Falls Road (Autumn Street to Highland Street/Route 202)

3. Salmon Falls Road (Portland Street to Stonewall Drive)

- » These sidewalk connections are proposed in the Salmon Falls Corridor Study

4. Eastern Avenue (Route 202 to Springfield Estates)

- » It is recommended that the City construct approximately 6,250 LF of sidewalk along one side of Eastern Avenue
- » This connection is important for connecting the residences along Eastern Avenue to Downtown
- » It is a lesser priority than Portland Street as it would connect fewer homes

Figure 16. Recommended Sidewalk Connections—East Rochester



- 1. Portland Street Gap (Salmon Falls Road to Chamberlin Street)**
- 2. Salmon Falls Road (Autumn Street to Highland Street/Route 202)
- 3. Salmon Falls Road (Portland Street to Stonewall Drive)
- 4. Eastern Avenue (Highland Street/Route 202 to Springfield Estates)

CITY OF ROCHESTER
SUBDIVISION REGULATIONS

Originally adopted - April 2, 1990
Amended- February 6, 2012
Amended- August 5, 2015
Most recently Amended October 10, 2018

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- (b) Be long-lived (i.e.; over sixty (60) years).
- (c) Be tolerant of pollution and direct or reflected heat.
- (d) Require little maintenance (be disease-resistant).

5.14 Curbing.

5.14.1 Granite curbing shall be installed on all streets when stipulated by the Planning Board. [16]

5.14.2 Where curbing forms edge of the sidewalk, (i.e. in cases where the Planning Board does not require a planting strip between the curbing and the sidewalk), the curb shall be vertical. [16]

5.14.3 Curbing shall be tapered at driveway entrances, except in cases where a curb radius is permitted. [16]

5.15 Sidewalks.

The Planning Board shall apply the following criteria in determining whether or not to require sidewalks in new subdivisions. See the “*City of Rochester – Guide for Requiring Sidewalks in New Subdivisions*” map (“Sidewalks Map”), which is attached herein by reference. [Shown below. See website or hard copy for color version.] [22]

5.15.1 **Urban Area (and in proximity to schools).** Sidewalks will be required in the following areas unless the Planning Board determines that they are not appropriate based upon the criteria in 5.15.4, below:

- (1) In the Urban Area as shown on the sidewalk map.
- (2) Within a one mile radius of any City school where there is a practical route to walk from the subdivision to the school

5.15.2 **Suburban Area.** Sidewalks may or may not be required in the Suburban Area as shown on the sidewalk map depending upon an examination of the criteria in 5.15.4, below.

5.15.3 **Rural Area.** Sidewalks will not be required in the Rural Area unless the Planning Board determines that they are appropriate based upon the criteria in 5.15.4, below.

5.15.4 **Criteria.** Criteria for determining whether sidewalks are appropriate include the following:

- (1) density – with higher density sidewalks are more appropriate.
- (2) size of the subdivision – with a larger subdivision sidewalks are more appropriate.
- (3) street design – with a narrower street width sidewalks are more appropriate.
- (4) projected traffic and design speed – with higher traffic volumes and speeds sidewalks are more appropriate.

- (5) drainage characteristics – sidewalks are easier to build with closed drainage.
- (6) whether or not curbing is used – sidewalks are easier to build with curbing.
- (7) other provisions for pedestrians and bicycles – there is less need for sidewalks if there are bicycle lanes/paths and/or pedestrian trails.
- (8) whether the sidewalk could connect with existing neighboring sidewalks – a sidewalk is more valuable if it can connect with other existing sidewalks.
- (9) proximity to a school – sidewalks are more beneficial if located close to a school or other institution.
- (10) proximity to a commercial area or other services for residents – sidewalks are more beneficial if they provide access to a destination.
- (11) whether or not it is more appropriate to stipulate off site sidewalks – sidewalks should not be required on site if they are going to be required off site.
- (12) practical issues, including maintenance of the sidewalk – snowplowing is a significant constraint; sidewalks should not be built where they are located far from other sidewalks thereby necessitating more travel for the sidewalk plow.