

New Hampshire Department of Transportation Transportation Enhancement Program

2005-2006 Round Application Form for Candidate Projects

1. APPLICANT NAME AND ADDRESS:

Foot Traffic and Road Safety Committee
"A Project of New Boston Community Profile"
Sandi Van Scoyoc: Chair

Town of New Boston
Burton Reynolds, Town Administrator
7 Meetinghouse Hill Road
New Boston, NH 03070

2. NAME AND ADDRESS OF CONTACT PERSON:

Dona M. Fairbairn
143 Bedford Road
New Boston, NH 03070

Phone – 603-487-2325
Email – gerryordona@adelphia.net

3. SPONSORING REGIONAL PLANNING COMMISSION:

Southern New Hampshire Planning Commission
David J. Preece, Executive Director
Timothy H. White, AICP 603-669-4664

4. PROJECT DESCRIPTION:

Name: **NEW BOSTON -- MILLPOND FOOTBRIDGE**

Purpose of Millpond Footbridge:

- A. To provide a beautiful, continuous SAFE walkway from Town Center to the south village. The proposed footbridge would enable a pedestrian to walk from the town center, along Mill Street, along the Millpond Conservation Trail, over the footbridge to the new south village trail, to the post office and shops.
- B. To relieve traffic congestion in town center by offering additional parking and an alternative access for pedestrians from south village to town center.
- C. To reduce the amount of single occupant vehicles rushing between town center and the south village.
- D. To encourage enjoyment of nature, promote exercise and wellness, and develop environmental awareness of our river.

Need:

New Boston, New Hampshire, is a small New England valley town with a compact village center composed of lovely old buildings built in the Queen Anne Victorian style. Scattered farm houses dot the hills above the town and hearken back to the days when New Boston was an active farming community. Dairy and agricultural products were shipped using the Boston and Maine railroad. Today the remains of the railroad bed extends along the river and serves as a popular recreational trail.

New Boston sits at the junction of Highways 13, 136, and 77. The Piscataquog River bisects the town center and branches throughout the community. The river and surrounding forests are treasured natural resources and bring a large share of visitors for fishing, hiking, kayaking and outdoor sports.

Residents and visitors to New Boston continually re-ignite and celebrate community spirit with annual events such as the 4th of July parade, the Hillsborough County Fair, the summer concert series at the gazebo, monthly firemen's breakfasts and a village center Halloween extravaganza. Weekend events such as the Farmer's Market, Church services, and the Firemen's Breakfast draw large crowds to the village.

New Boston is ranked as the third fastest growing town in NH ("Business NH", 11/02), and is also ranked third among SNHPC communities with the greatest rate of increase in housing units between 1990 and 1998. Consequently, population growth has resulted in a congested village center with an abundance of construction related vehicles passing through.

Six roads connect residents with the New Boston town center. Three are town-owned roads and three are state-owned. The three town roads are 22 feet wide, have no sidewalks, narrow or non-existent shoulders, steep grades, and blind turns. The three state roads are also 22 feet wide and lack shoulders in many key places where the terrain is steep on both sides. Preceding the mid-90s most residents within a mile of town could walk or bicycle safely in and about town. Since that time traffic has doubled. In 2003, it was recorded that 6400 cars per day travel through town center. Vehicles have become wider while shoulder widths, sidewalk, and crosswalks have not kept pace.

Due to the rapid growth, reduction of space, and lack of parking, the post office relocated across the river to an area on Hwy. 13, a half-mile south of the village. The hardware store, video and pizza shop, hair salon, tavern, and attorney's office share ample parking in this "south village". It is rumored that the police and fire department are thinking of relocating to this area, and the library has acquired adjacent land for a future community facility. It is inevitable that expansion to the south village will continue.

Presently there are three ways to reach the south village from town center: Drive a vehicle via Hwy 13; Walk or bicycle a dangerous span of Hwy 13 which does not have sidewalks or pathway, and does have substantial truck and car traffic; OR swim (wade) across the river. The need for a safe pedestrian pathway is critical especially in the summer months when many children walk from town center to the video-pizza shop. During the winter the river is frozen and one persistent New Boston resident has fallen through the ice three times on his way to the post office.

Location:

A gathering at riverside with interested citizens, engineer Brian Dorwart, five reps from the Foot Traffic and Road Safety Committee, and two owners of river properties, resulted in easy consensus and identification of three POSSIBLE spots for the footbridge. This application will focus on SITE ONE, but it is important to note that two alternative locations have been selected if unforeseen complications prevent bridge building at SITE ONE.

SITE ONE is best viewed from the map and aerial photo attached in the appendix. The "proposed bridge" will extend from the end of the Millpond Conservation Trail, over the river, to

the southeast corner of land belonging to Mr. Jim Eggers of the New Boston Tavern (Ragamufens Properties, LLC). The New South Village Walking Trail located on adjacent town land, will extend from that point to the post office parking area. The owner of New Boston Tavern enthusiastically supports this proposal and will grant an easement to the town. (See attached letter.)

Project Details:

The New Boston Millpond Footbridge will be a steel truss bridge with a span of 110' and a width of six feet. It will be built to hold "three feet of wet snow and two horses". There will be a boardwalk leading to the bridge. This will carry pedestrians over a wetland area of ferns and vegetation. All parts of the project will be ADA compliant.

(See part 7, Project Cost Estimate, for more details.)

5. PROJECT WILL BE MUNICIPALLY MANAGED? YES X

6. PROJECT STATUS:

The proposed footbridge is part of the long-term goals of the New Boston Foot Traffic and Road Safety Committee (FTRSC) which was formed in response to the wants defined by the citizens who attended the New Boston Community Profile forum facilitated by the University of New Hampshire Cooperative Extension in April 2004. The purpose of the forum was to take stock of where New Boston is in the present and to develop an action plan for how we want to operate in the future.

The FTRSC has twelve active community minded members. Since the formation of the group one year ago they have developed goals and objectives based on information assembled from the community profile. They have met with town groups and town leaders in order to gather information and set priorities. The group has recently been awarded a grant from NH Celebrates Wellness, Livable Walkable Community Program. New Boston was one of the three NH communities selected through a competitive process, to lead the community in a year-long effort to devise, connect, and protect walkways between the important places that define our village and to help New Boston continue to be a fun, gratifying place to live and to raise families.

The idea of a footbridge linking town center to the expanding south village is not new and has been discussed casually for many years. At the recent community profile forum it was listed as a viable solution for reducing parking congestion and providing an alternative safe route for walkers. Within the past month 503 New Boston citizens completed a questionnaire which listed the footbridge as a suggested item for the new master plan (survey results are not yet counted).

Before applying for this grant the FTRSC met with representatives from the Selectmen's office, the town administrator, the Conservation Commission, the Piscataquag Watershed Association, Friends of the Library, Community Church Minister, scout leaders, local business owners, and the NB Road Committee, in an effort to generate discussion and to listen to opinions about the proposed bridge. Letters of support accompany this application.

7. PROJECT COST ESTIMATE:

From Brian Dorwart, PE, PG
Vice President, Haley & Aldrick, INC.
340 Granite Street
Manchester, NH 03102
603-301-3329

**Cost Estimate for Foot
Bridge
Pisquatagua River
Crossing
7/29/05 BCD**

Bridge Specifications

Length	110 feet
Width	6 feet
Use	Pedestrians, bicycles, horses
Deck	Treated 3" by 6" timber
Shape	Arch
Material	Steel - self protecting, rust
Lateral load	Current at 15 fps at 1' up on structure
Snow load	3 feet wet snow (50 pcf)

Design concept

River	Pisquataqua River
Channel width	105 feet
River location	Tangent
Depth	1' - 2'
Existing Abutments	None
Proposed Abutments	Auger cast reinforced concrete pile or footing supported concrete pier
Foundation Depth	About 5 feet below river bottom elevation About 5 feet back from river channel
Location	edge
Foundation Soil	Sand and gravel alluvial deposit Cut stone on stone
Wing Walls	foundation
Height	About 6 feet above existing water - 1.5 feet above flood
Approach	Dirt trail - Trail may occasionally flood

Cost Estimate

Planning, Design,
Engineering

Planning		
	Survey	\$3,500.00
	Permitting	\$7,000.00
	Bid	\$1,500.00
Design		
	Foundations	\$1,500.00
	Abutments/Wing Walls	\$1,500.00
	Plans and specs	\$2,500.00
Engineering		
	Explorations for foundation	\$1,500.00
	Channel flood elev./width	\$1,000.00
	Channel flow	\$500.00
	Stream bank protection	\$1,500.00
	Bridge Structure	\$1,000.00

SubTotl

\$23,000.00

Right-of-Way

Approach Acquisition	\$1,000.00
Bridge of public land	<u>\$0.00</u>

Sub Total \$1,000.00

Construction

Bridge	Algonquin Pre-Fab	\$40,000.00
Trucking		\$3,000.00
Erection Include crane (3 days)		\$40,000.00
Foundation excavation/forming/placement		\$15,000.00
Wing Walls foundation/placement(Rock from Town)		\$15,000.00
Site Access and Restoration		\$10,000.00
Erosion Control		<u>\$3,000.00</u>

Sub Total \$126,000.00

TOTAL \$150,000.00

Notes:

1. Bridge estimate from Graham Wilkinson - Algonquin Bridge 705-733-9555

8. FUNDING SOURCE

a. Project Sponsor (20%)	\$ 30,000	(20%)
<u>Federal (80%)</u>	<u>\$120,000</u>	<u>(80%)</u>
TOTAL	\$150,000	

Matching funds will be provided by the Town of New Boston. (See letter from Selectmen.)

b. Who will maintain the completed project?

The Town of New Boston will assume responsibility for bridge maintenance which is expected to be minimal: a new decking every 25 years. Snow removal will not be required and pedestrians will use snowshoes, cross-country skis, etc. in order to cross the bridge in winter conditions. Large boulders will be placed at the entrance and exit to prevent access of snowmobiles. (Note: The New Boston Railroad Trail Footbridge was constructed in September, 2000, by the Conservation Commission, and except for length, is identical to the proposed bridge. The town plans to follow the same pattern of maintenance.)

c. Project Location Maps and Aerial Photo are attached.

d. Matching commitment letter signed by Selectmen is attached.

9. STATUS OF PREVIOUS TE PROJECTS

The author of this application can find no evidence of a previously approved TE project in New Boston and no such project is listed in the www.te-cmaq.com status report.

APPENDIX

Letter of Commitment from New Boston Selectmen

Map of New Boston Village

Map of Proposed Bridge Site with photo of sample bridge

Aerial Photo of Bridge Site

Letters of support:

James Eggers – landowner to grant easement

NB Road Committee

Conservation Commission -- Open Space Committee

Piscataquog Watershed Association

Whipple Free Library

Friends of the Whipple Free Library

Girl Scouts of NB

Kathryn Kachavos, MD

Rebecca Hunter, small business owner

Woody Woodland, Community Church of NB