



# TOWN COUNCIL – AGENDA REQUEST FORM

THIS FORM WILL BECOME PART OF THE BACKGROUND INFORMATION USED BY THE COUNCIL AND PUBLIC

Please submit Agenda Request Form, including back up information, 8 days prior to the requested meeting date. **Public Hearing requests must be submitted 20 days prior to the requested meeting date to meet publication deadlines** (exceptions may be authorized by the Town Manager, Chairman/Vice Chair).

## MEETING INFORMATION

Date Submitted: April 19, 2018                      Date of Meeting: April 26, 2018  
 Submitted by: Dawn Tuomala                      Time Required: 15 Minutes  
 Department: Public Works Admin              Background Info. Supplied: Yes  No   
 Speakers: Kyle Fox, & Dawn Tuomala

## CATEGORY OF BUSINESS (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Appointment:	<input type="checkbox"/>	Recognition/Resignation/Retirement:	<input type="checkbox"/>
<b>Public Hearing:</b>	<input type="checkbox"/>	Old Business:	<input type="checkbox"/>
New Business:	<input checked="" type="checkbox"/>	Consent Agenda:	<input type="checkbox"/>
Nonpublic:	<input type="checkbox"/>	Other:	<input type="checkbox"/>

## TITLE OF ITEM

Souhegan River Trail – 2014 TAP Grant

## DESCRIPTION OF ITEM

Discuss the funding for the project – (see Attached)

## REFERENCE (IF KNOWN)

RSA:	Warrant Article:
Charter Article:	Town Meeting:
Other:	N/A:

## EQUIPMENT REQUIRED (PLEASE PLACE AN "X" IN THE APPROPRIATE BOX)

Projector:	<input type="checkbox"/>	Grant Requirements:	<input type="checkbox"/>
Easel:	<input type="checkbox"/>	Joint Meeting:	<input type="checkbox"/>
Special Seating:	<input type="checkbox"/>	Other:	<input type="checkbox"/>
Laptop:	<input type="checkbox"/>	None:	<input type="checkbox"/>

## CONTACT INFORMATION

Name:	<b>Dawn Tuomala</b>	Address:	<b>6 Baboosic Lake Road</b>
Phone Number:	<b>424-5137</b>	Email Address:	<b>dtuomala@merrimacknh.gov</b>

## APPROVAL

Town Manager: Yes  No                       Chair/Vice Chair: Yes  No

Hold for Meeting Date:



## TOWN OF MERRIMACK INTER-DEPARTMENT COMMUNICATION

DATE: April 10, 2018

AT (OFFICE): Department of Public Works Admin.

**FROM:** Dawn B. Tuomala, PE, LLS, CWS  
Deputy Director/Town Engineer

**SUBJECT:** Souhegan River Trail Status - 2014  
Transportation Alternative Program (TAP)

**TO:** Eileen Cabanel, Town Manager

### **Status for the Souhegan River Trail 2014 TAP Project:**

The Feasibility Phase of the Souhegan River Trail Project has been completed and submitted to the New Hampshire Department of Transportation (NH DOT) in March (see attached sketch). As part of the feasibility study the cost estimate has been prepared. The estimate is more than what was proposed in the original application.

Additionally, after meetings with NH DOT the project has been revised to reduce costs (see page 2. Changes include:

- The scope of the work will be from Watson Park to the end of the existing trail.
- The width of the trail can now be 5 feet.

### **Original Estimate for the 2014 Project:**

*Original Total Estimated 2014 Project* \$545,000  
*(TAP Funding (80%) \$436,000 and Town of Merrimack Funding (20%) \$109,000)*

The original 2014 TAP Grant Estimate was derived using actual construction costs from the 2012 TE Sidewalk grant that built sidewalks from Buckley's up to the Lobster Boat. The cost per linear foot for that construction was \$250 per linear foot.

As a proposal for the 2014 TAP Grant, the costs from the 2012 TE grant were used and increased to \$500 per linear foot. This was based on the expected complexity of this project compared to the 2012 project. The costs identified in the final feasibility study result in a cost of \$1,525+ per linear foot for the project.

## Estimates Utilizing TAP grant funds:

Total Current Estimate: \$1.1M with engineering, permitting, construction services etc.  
(\$701,700 Construction costs alone)

<u>Phase</u>	<u>Original Estimate</u>	<u>Feasibility Estimated Funding Amounts</u>
PE Phase		
(Preliminary & Final Engineering)	\$ 50,000	\$216,500
Other (Feasibility)	\$ 0	\$ 60,359
Right of Way	\$ 0	\$ 0
Sub-Total	\$ 50,000	\$276,859
Construction Costs	\$450,000	\$701,700
Construction Engineering	\$ 45,000	\$119,500
Sub-Total (Construction)	\$495,000	\$821,200
<b>Project total:</b>	<b>\$545,000</b>	<b>\$1,098,059</b>

## Increase Project Cost Analysis:

The cost differences in the Engineering Phase and the Construction Phase were due to a combination of factors that affected each phase:

- ❖ The engineering costs have been compounded due in part to the condition of Chamberlain Bridge. The recently published NHDOT red listed bridges now has the Chamberlain bridge, so it has deteriorated since 2014.
  - Repairs of Failing Concrete Beam and pier support under Chamberlain Bridge Sidewalk.
  - Replacement of the cantilevered Sidewalk on Chamberlain Bridge.
- ❖ Other (Feasibility) - Required Additional Historical Study, evaluation and documentation for the Categorical Exclusion and Programmatic Section 4(f) requirements per Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) Process.
- ❖ Construction of Earth Embankments within the historically significant ruins.
- ❖ Moving the sidewalk further into the park creating the need for a New Hampshire Department of Environmental Services (NHDES) Activity Use Restricted (AUR) plan and permit and associated costs for re-handling and recapping of contaminated soils.
- ❖ The original plan called for a "bog" walk over the impoundment area. To be compliant and reduce the environmental impact will require the placement of a 48 inch culvert with masonry headways over the impoundment area reducing the amount of impact to the wetlands. This will also require the installation of a chain link fence along the area.
- ❖ The path is considered by New Hampshire Division of Historical Resources (NHDHR) to be located in an archaeological sensitive area requiring the conductance of a Phase IA survey and a Phase IB Survey.
- ❖ The project must still be American Disabilities Act (ADA) compliant but will be allowed to be 5 feet in width instead of the normally required 8 to 10 foot width
- ❖ Inflation rate due to the length of time it has taken to get through all of the additional studies has increased each year.



Project Total:	\$1,098,059
2014 TAP Funding Available (80%)	- \$ 436,000
2014 Town of Merrimack Contribution (20%)	- \$ 109,000
<b>Project Increase:</b>	<b>\$ 553,059</b>

**(Town's Additional Responsibility)**

**Options moving forward:**

1. An additional \$553,059 of Town funds only, (no reimbursements) will be required to continue the project.
2. Opt out of the program after the feasibility study is approved, losing the balance of the \$436,000 in Grant money.
3. To roll the 2016 TAP Grant for Daniel Webster/Woodbury Project into the 2014 TAP Project for an additional \$650,000 (\$520,000/\$130,000) funding source. This will give the project a total of \$545,000 + \$650,000 = \$1,195,000. Manchester and Nashua have both done this in the past with their projects. We could then re-apply for the Daniel Webster/Woodbury project in the next round of funding in 2019/2020.

**Estimate for the 2016 Project:**

<b>Original Total Estimated 2016 Project</b>	<b>\$650,000</b>
2016 TAP Funding (80%)	\$436,000
2016 Town of Merrimack Funding (20%)	\$109,000

If option 3 is chosen then the Souhegan Trail Project will be funded and can then be constructed. This will mean that the Daniel Webster Highway and the Woodbury Street Project will not happen under the current funding. The money from this 2016 sidewalk project, including both for the TAP funding portion and the Town portion will be incorporated into the Souhegan Trail Project. This sidewalk project can be re-applied for in the future when funding becomes available again. We will need to go through the application process and be chosen again.

Should you have any questions please let me know,

Dawn

CC: File  
 Kyle Fox, DPW Director  
 Enclosures: 2

Souhegan River Trail

Legend

WATSON PARK  
SOUHEGAN RIVER  
PROPOSED TRAIL  
CHAMBERLAIN BRIDGE  
FIRE STATION

Daniel Webster Hwy

3

Railroad Ave

Google Earth

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300 ft

