



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: May 18, 2022

Date of Meeting: May 26, 2022

Submitted by: Kyle Fox

Time Required: 30 Minutes

Department: Public Works

Background Info. Supplied: Yes No

Speakers: Kyle Fox

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

Appointment:	<input type="checkbox"/>	Recognition/Resignation/Retirement:	<input type="checkbox"/>
Public Hearing:	<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

Request to withdraw from Road Infrastructure Capital Reserve Fund / Consideration of accelerating project to Federal FY22

DESCRIPTION OF ITEM

The Souhegan River Trail project is nearing the final design stage. Permitting requirements for the project have increased the anticipated construction cost of the project resulting in a gap in funding available for the project in FY23. Accelerating the design of the project to FY22 will allow NHDOT to cover the State portion of the cost increase. Town Council will be asked to consider a withdrawal from the Road Infrastructure Capital Reserve Fund to cover the Town portion of the cost increase.

REFERENCE (IF KNOWN)

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

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

Projector:	<input checked="" 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 checked="" type="checkbox"/>	None:	<input type="checkbox"/>

CONTACT INFORMATION

Name: Kyle Fox

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Email Address:

kfox@merrimacknh



TOWN OF MERRIMACK INTER-DEPARTMENT COMMUNICATION

DATE: May 18, 2022

AT (OFFICE): Department of Public Works

FROM: Kyle Fox ^{KJ}
Public Works Director

SUBJECT: Souhegan River Trail Project Update

TO: Paul Micali
Town Manager

The Souhegan River Trail (SRT) project seeks to connect Watson Park to the trail network northwest of the central fire station via a trail that runs under the Chamberlain Bridge, through the abandoned sluiceway, and across the meadow that used to be water impoundment prior to the removal of the Pennichuck Dam. Initial funding for the project came from the Transportation Alternatives Program (TAP) grant round in 2015. A second round of TAP funding from the 2017 grant round was added to the project to support the cost of the project. The project has been a priority in the Town Center Pedestrian & Trail Master Plan since its creation in 2009.

The project is currently in the final stages of the Preliminary Design (PD) Phase; once PD is completed, the project will move to the Final Design (FD) and bidding phase. In the PD phase, many obstacles to the project have been overcome – chief among them is the approval from New Hampshire Department of Historic Resources (NHDHR), the National Environmental Policy Act (NEPA) Document has also been approved, the NHDOT Traffic Control Committee review was completed, and the NHDOT Estimate Review Committee approved the project. The last remaining major permitting hurdle to clear is the wetland application approval.

The wetland impacts for the SRT primarily occur in the meadow area adjacent to the fire station that used to be a water impoundment area prior to the removal of the dam. The original project design that was submitted to NHDES as part of the wetland application proposed a causeway style bermed walkway with a culvert to allow water to pass under the trail. NHDES would not approve that concept for a number of environmental reasons and recommended either an at-grade or elevated boardwalk. The at grade boardwalk is not feasible as FHWA rules require TAP projects to have a service life of 50 – 75 years, requiring the design to change to an elevated boardwalk. The additional design and permitting costs along with the increased construction cost of the elevated boardwalk result in a project cost higher than currently proposed, by \$506,000. The following tables show the breakdown of current and projected costs for the project.

Phase	Current ProMIS	Updated March 2022	Difference
Planning and Engineering (PE)	\$298,000	\$298,000	\$0
Right of Way (ROW)	\$0	\$0	\$0
Construction Engineering (CE)	\$130,000*	\$191,000**	\$61,000
Construction	\$768,000*	\$1,274,000**	\$506,000
Project Total	\$1,196,000	\$1,763,000	\$567,000

Project Element	Cost
1. Trail	\$515,000
2. Sidewalk and Bridge Repairs	\$264,000
3. Boardwalk	\$494,000
Construction Total	\$1,273,000

TAP projects are Federal/Local split funding projects with the Federal portion being 80% of the project. NHDOT has agreed to increase the Federal share of the cost of the project to meet the design changes required in the PD phase of the project, but must do so by accelerating the project to Federal Fiscal Year 2022, which ends on September 30, 2022. To accomplish that goal, the project design would need to be completed by the end of August so that NHDOT could get Federal permission in September to advertise the project, locking in the FY22 funds. Likewise, the Town Council needs to approve additional funding for the Town's 20% portion of the project.

The Town Council and voters previously approved spending for the project in the FY17 budget totaling \$586,000 and in the FY18 budget totaling an additional \$105,000¹. The Town Council will be asked to consider a request to withdraw from the Road Infrastructure Capital Reserve Fund \$1,072,000, which is the proposed total project cost minus the funds previously approved in the operating budgets for FY17 and FY18.

I look forward to discussing this opportunity with you in greater detail. Please let me know if you have any questions.

¹ Funding was originally budgeted for the Woodbury/DW Hwy/Baboosic Lake Road sidewalks TAP grant, which was committed to the SRT project by the Town Council on 4/26/18. Total grant amount for the second TAP grant was \$650,000.