

Approved
Nov 9 98



City of Concord, New Hampshire

ENGINEERING DEPARTMENT
CITY HALL • 41 GREEN STREET • 03301

RICHARD K. PERKINS, P.E.
CITY ENGINEER
603-225-8520

November 5, 1998

City Council
City of Concord
New Hampshire

Re: Borough Road – Unsafe Pedestrian Conditions near Blueberry Lane

To the Honorable Mayor and Members of the City Council:

Recommendation

Widen the gravel shoulder three to four feet along Borough Road in the vicinity of Blueberry Lane.

Background

In July, the City Engineer presented a report to City Council in response from a request from Mr. Duffy and others to either widen Borough Road or add a sidewalk. The City Engineer recommended that gravel be added to the existing 2-3 foot wide semi-gravel shoulder along the west side of this section of Borough Road (along the inside of the road curvature) and a double yellow centerline be repainted (the centerline has since been repainted). This interim solution was based on the fact that Borough Road is scheduled for paving reclamation in 2004 and at that time the shoulder could be widened and additional travelway striping added to improve pedestrian and bicycle travel. The City Engineer also stated that the City has no projects in its six-year capital improvement program for new sidewalks on any of its rural collectors. Sidewalk construction on these roads would occur as development along the road progressed.

The City Council referred the report to the Engineering Department to review other possible alternatives and associated costs.

Discussion

Representatives of the Engineering and General Services Departments met on-site to collect field data and meet with the abutter. The following options were considered

Option #1: Widen the south side of Borough Road by approximately five feet, relocate the centerline southerly and allow for a edge of travelway striping.

This would provide two twelve foot travel lanes and a three foot gravel shoulder along the north side of Borough Road and a two foot wide ~~square~~ gravel shoulder along the south side of the road.

Cost: Force Account \$1,800.00

Impact: Further field data revealed that the City has a thirty-three foot right-of-way along this section of Borough Road. The existing edge of pavement along the south side of the road actually is outside of the right-of-way as a result no widening could occur without first acquiring an easement from the abutter for public highway purposes. This option was not pursued further.

Option #2: Full depth reclamation

Borough Road to provide for two twelve foot travel lanes and a three foot shoulder.

Cost: \$125,000.00.

Impact: Provides for an improved travelway however does not significantly improve pedestrian safety.

Staff would not recommend paving the shoulder for this is along the inside of the horizontal curvature of the road. Motorists tend to "hug" the inside of the curve, especially if it's a paved surface.

Option #3: Full depth reclamation of Borough Road as described in option #2 above and provide for curbing and sidewalk along the south side of the road from Blueberry Lane to Fisherville Road.

Cost: \$200,000 plus right-of-way costs.

Impact: Obtain public highway easements from abutters and pay damages for the additional right-of-way needed to construct the sidewalk.

Option #4: Maintain existing travel lanes and regrade slope to provide for a 5 foot gravel shoulder on the north side of the road. This work would include the removal of 4-6 large pine trees.

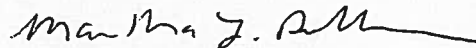
Cost: \$8-10,000

Impact: Funds not in existing operating or CIP&B. Removal of large trees and abutting property owners opposed to this option.

Conclusion:

To this end, any widening along Borough Road on either the north or south side to accommodate adequate pedestrian travel will require the City to obtain public highway easements and pay damages or negatively impact abutting properties. Therefore, the department concurs with the recommendation of the former City Engineer to widen the existing gravel shoulder as an interim solution. The construction of a standard sidewalk should be incorporated into the CIP & B or be constructed as development along Borough Road occurs.

Sincerely,

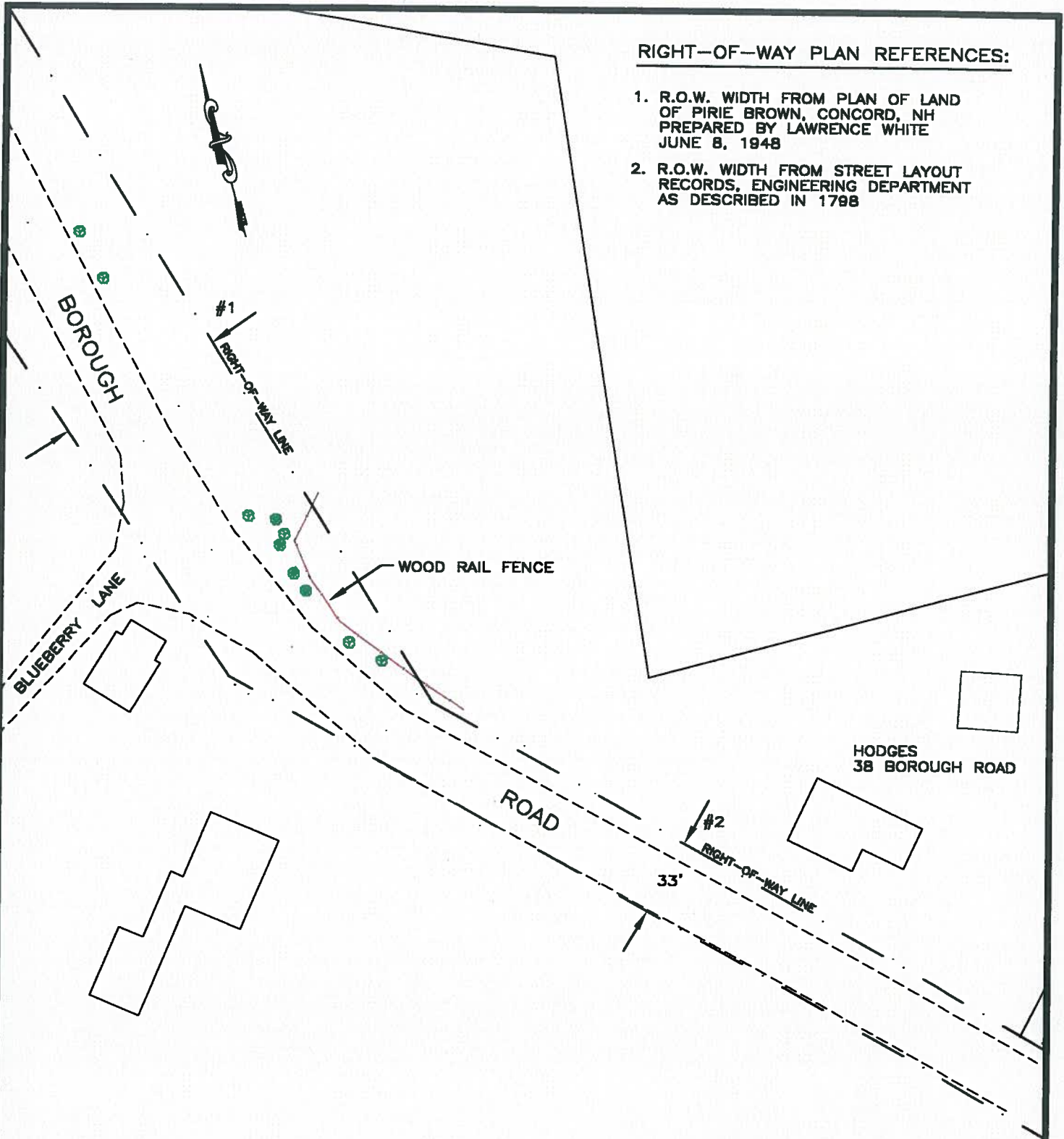


Martha L. Drukker
Acting City Engineer

MLD/b

RIGHT-OF-WAY PLAN REFERENCES:

1. R.O.W. WIDTH FROM PLAN OF LAND OF PIRIE BROWN, CONCORD, NH PREPARED BY LAWRENCE WHITE JUNE 8, 1948
2. R.O.W. WIDTH FROM STREET LAYOUT RECORDS, ENGINEERING DEPARTMENT AS DESCRIBED IN 1798




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 Engineering Department
 City of Concord, New Hampshire

GEOGRAPHIC INFORMATION SYSTEM

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CITY OF CONCORD, N.H.
ENGINEERING DEPT.

RIGHT-OF-WAY PLAN
BOROUGH ROAD

SCALE: 1" = 80'	DATE: NOV' 98
SV'D BY: PEG	DES BY: ELR
CH'KD BY: MLD	
F'LD BK: 363	FILE: K:/ROBERGE/BOROUGH.NEW.dwg