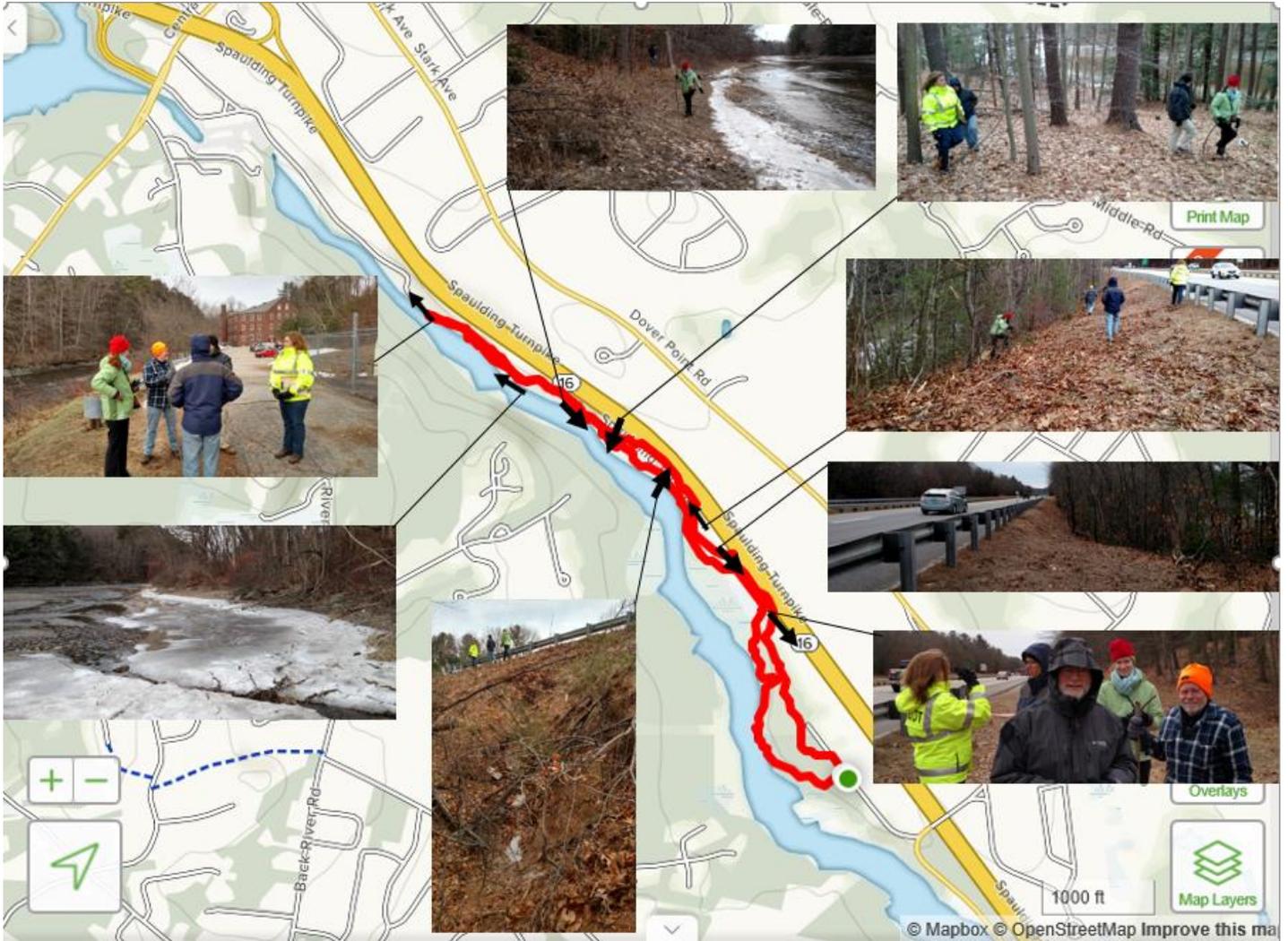


Dover – Mill Street and Finch Lane Community Connection along East Bank of Bellamy River
 Draft Field Review Report of December 16, 2019



Participants:

Nancy Spaulding	Colin Lentz	Dave White	Donna Benton	Michael Shannon
NHDOT Turnpikes	Stafford Reg. Plan. Comm.	Dover City Engineer	Dover City Planner	Spur Road Resident

In cooperation with Spur Road residents, the City of Dover conducted this field review in order to explore for public trail potential the strip of land bounded by Finch lane, the Spaulding Turnpike, Mill Street and the Bellamy River.

Because most of the land between the Spaulding Turnpike and the Bellamy River is NHDOT Turnpike Right of Way, Spur Road resident and public trail connection champion Michael Shannon first contacted Larry Keniston at NHDOT in October 2019 about NHDOT permission to conduct a field review of the area. The Department's Bureau of Turnpikes joined the City on December 16 for the field review and this Report summarizes the findings of that field review.

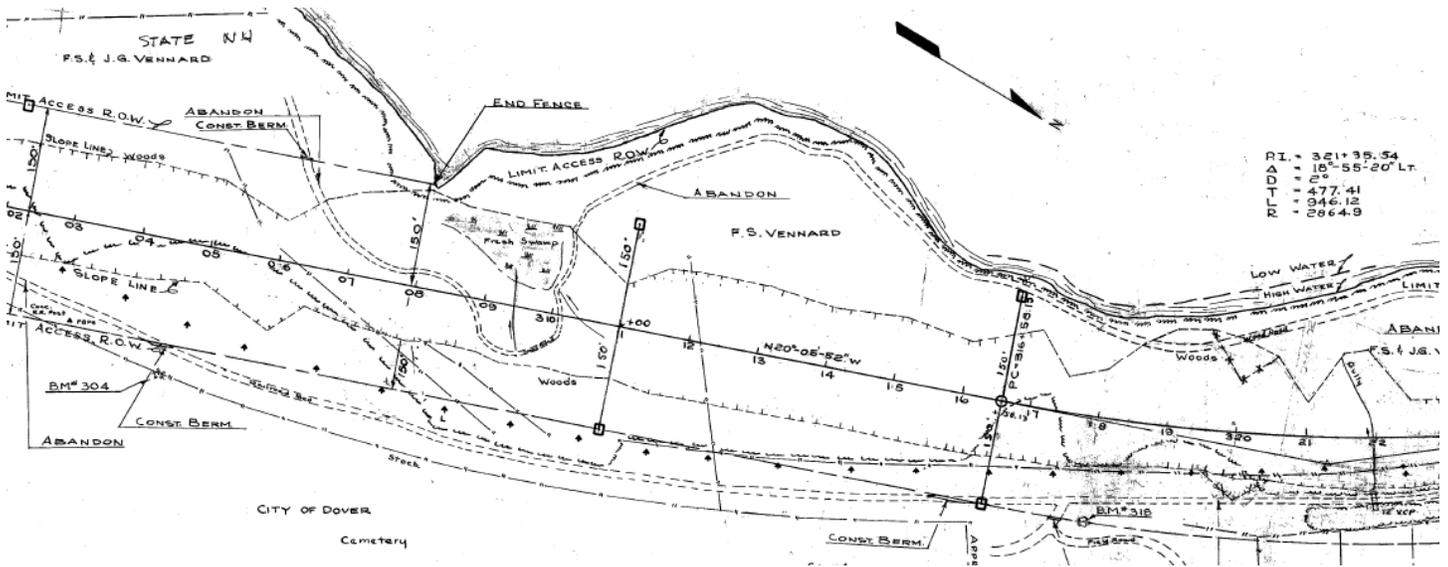


Looking South along Turnpike toward Spur Road Bridge. This is the most southerly of two major ravines that drop off quickly from the turnpike shoulder. Any trail here would likely need to involve a cross section that included an additional 2 feet of shoulder, a 2-foot barrier in addition to the support for a path. Dave White suggested that if the path is adjacent to the Turnpike, consider using a boardwalk structure along the ravine headwalls.



Looking north between Bellamy River. This is the more northerly of two major ravines that drop off quickly from the turnpike shoulder. (See Appendix for some of the basic standards required for hiking trails, pedestrian access routes and shared use paths designed to accommodate both pedestrians and bicycles.)

Dave White noted that the idea for a path along the east shore of the Bellamy River was not new. The plans at <http://gis.dot.nh.gov/plan/P2692D.ASB.pdf> (plan excerpt below) indicate that, prior to the construction of the Turnpike, there was a path that ran roughly along the River's east shore. The original Turnpike construction plans called for the construction of the Spaulding Turnpike tight up against the steep drop-off to the river and called for the then-existing path by the river to be abandoned with the construction of berms at several locations where the new highway fill slope intersected the former path.



Above: Existing northerly ravine headwall. Note Sloughing of very steep highway fill slope.
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The above image suggests that there are locations where an ADA/AASHTO (see appendix) shared use path could most feasibly be constructed both far enough away from the Bellamy River shore and far enough away from the Spaulding Turnpike. However, areas where construction of a shared use path would be this easy include only about half of the one-mile distance between Finch Lane and Spur Road. Dave White suggested that in lieu of a shared use path, that the route be designed as a walking route in accordance with the more reachable standards involved with ADA-compliant “trails.”



Looking south along the east shore of the Bellamy River. A public trail could open up this one-mile segment of this otherwise public resource to hiking. Because of the proximity of the Spur Road neighborhood and the Dover business

district, a trail could potentially serve as a meaningful transportation route for some pedestrian travelers seeking a scenic trail separated from motor traffic.



Looking north toward Mill the Mill Street neighborhood.



At Mill Street terminus of the trail route, the City leases land for a pumping station on the right. Mill Street beyond is a public way. In order to reach the southerly terminus of the proposed Dover Community Trail extension, walkers would walk northerly along Mill Street and then northerly along NH 108.

Appendix - Selected Standards

Access Board standards for shared use paths: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths/supplemental-notice/chapter-r3-technical-requirements>

The above standard allows 5% for the maximum grade of a shared use path. AASHTO notes that for unpaved surfaces intended for bicycle use, *“Grades steeper than 3 percent may not be practical for shared use paths with crushed stone or other unpaved surfaces for both bicycle handling and drainage erosion reasons.”* AASHTO additionally recommends that *“Typically, grades less than 0.5 percent should be avoided, because they are not efficient in conveying surface drainage.”*

AASHTO recommends shared use path widths in the range of 10 to 14 feet. AASHTO notes that “In very rare circumstances, a reduced width of 8 feet may be used when the following conditions prevail”

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.”

Access Board standards for trails: <https://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas/a-summary-of-accessibility-standards-for-federal-outdoor-developed-areas/trails>

“All Trails” December 16 interactive round trip field review map at <https://www.alltrails.com/explore/recording/recording-dec-16-1143-am--3?p=-1>:

Original Spaulding Turnpike Plans: <http://gis.dot.nh.gov/plan/P2692D.ASB.pdf>

Submitted by:

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