

Tilton, NH TAP Application



Lakes Region Planning Commission
TAC Committee
March 5, 2025

In Collaboration with the Winnepesaukee River Trail Association

- 501c(3) Non Profit
- Formed in 1999
- All Volunteer
- Tilton, Franklin and Northfield
- Public/Private Partnership
- Current trail is 5.9 miles from Franklin > RT 140 Tilton
- Raised over \$300,000 in private grants and donations

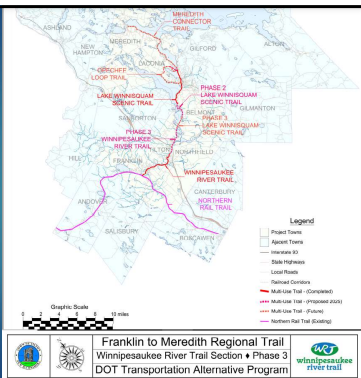


Regional Trail System

- Parallels Rt. 3/11 Corridor
- Includes communities of Franklin > Northfield, Tilton > Belmont > Laconia and Meredith

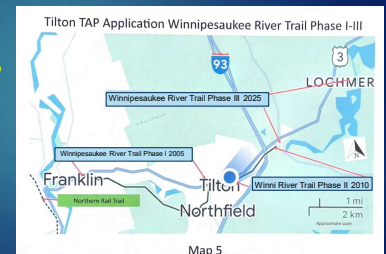
Includes:

- Winnepesaukee River Trail (WRT)
- Winnisquam Scenic Trail (Belmont)
- Winnepesaukee, Opechee, Winnisquam (WOW - Laconia)
- Connects Northern Rail Trail



Proposal is for 3rd & final Phase for WRT

- Phase I 2005 Franklin to Northfield
- Phase II 2010 Northfield to Tilton RT 140
 - First Rail with Trail in NH
- Phase III Proposed Rt. 140 (Exit 20) to Silver Lake Road in Lochmere (Belmont Town Line)



Project Cost

- Design and Engineering
 - \$554,350
- Right of Way
 - \$40,000
- Project Total
 - \$594,360
- Federal \$475,480
- Match \$118,350

New Hampshire Department of Transportation
Winnepesaukee River Trail

3. Project Cost Estimate

Estimate project costs under each of the phases below. All cost fields are formatted to allow only the dollar amount without the \$ to continue.

A) Design/Engineering: \$ 554,350.00
(Costs for engineering, study, preliminary design, environmental review, identifying and establishing right of way, easements, permits, and design and construction services, 22.5% of total cost to be paid by the applicant.)

B) Right-of-Way: \$ 40,000.00
(Cost of acquisition and/or land acquisition and/or Temporary Construction Easements)

C) Construction: \$
(Cost of constructing project, materials, and labor)

D) Construction Engineering: \$
(Cost of engineering services for the project, (chartered) needs to be approved by DOT (22.5% of total cost to be paid by the applicant.)

Project Total: \$ 594,350.00

Identify the amount of federal funding you are applying for.

Federal \$ 475,480.00 80 %
(The applicant must provide 20% match.)

Match \$ 118,870.00 20 %
(The match is calculated based on the non-participating funds.)

Non-Participating \$
(The applicant must provide 20% match.)

Funding Total \$ 594,350.00

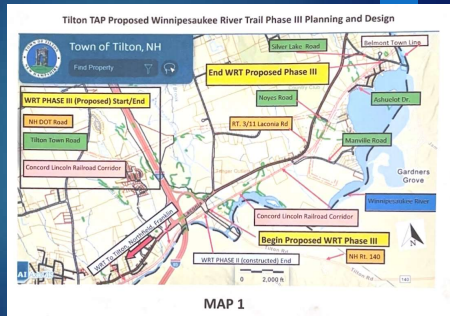
Proposed Engineering and Design Phase III Winnepesaukee River Trail

- Current trail ends at Rt. 140 between MacDonalds and Burger King
- Proposed Trail Crosses Rt. 140
- Travels East 1.9 miles in Existing RR corridor (Rail with Trail)
 - Goes behind Staples/BJ's Wholesale/Malls
 - Crosses Hunt Brook
 - Passes DOT Park and Ride
 - Crosses Manville Road
 - Crosses Noyes Road
- Ends at Silver Lake Road – (Lochmere) near Belmont Town Line



Proposed Phase III Map Details

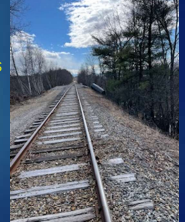
Route is in
"Concord to
Lincoln"
Rail Road Corridor
(state owned)



Obstacles & Challenges I

Why we are only applying for design and engineering?

- ▶ Rail with Trail
- ▶ Narrow RR Corridor
- ▶ Multiple steep slope and wetland issues on both sides
- ▶ Winnepesaukee Sewer Basin Line is in RR Corridor
- ▶ Hunt brook crossing
- ▶ Crossing Rt. 140

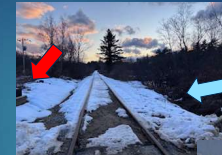


Obstacles & Challenges II Rail with Trail

- ▶ Existing Concord to Lincoln RR Corridor is state owned
- ▶ Used year round for freight
 - ▶ Particularly to 3m plant at Manville Road
 - ▶ Proposed Industrial development at Manville Road includes use of RR
- ▶ Must be minimum of 15 feet from the rail line
- ▶ Rail With Trail must have fencing between rail and trail



Obstacles & Challenges III



Note
proximity of
wetlands

Winnepesaukee River Basin sewer lines
and concrete obstacles in RR corridor
Above near Noyes Rd.

Right (near RT. 140) . There are multiple
others along the proposed route



Obstacles & Challenges IV



Hunt Brook Crossing (above)



Encroachment in RR Corridor (right)

Route Alternatives to be Explored

- Which side of the RR tracks is most feasible to construct trail?
- Current Existing Eversource Easement should be explored
 - Wolf Road is a private road that could provide an access point
- Tilton owns a piece of land adjacent to, and parallel to the RR Corridor with shore frontage on Silver Lake
- The DOT Park and Ride abuts the RR corridor via steep slopes and wetlands. Is there a way to access it directly?



Safety

Rt. 3/11 Between RT. 140 and Silver Lake Road is Congested and Dangerous

Current Status

- ▶ No sidewalks, cross walks, bike lanes or pedestrian traffic signals
- ▶ DOT estimates over 17,000 vehicles per day
- ▶ Current planned development will result in more traffic and congestion
- ▶ Many pedestrians currently trespass and walk in the Rail Road Corridor

After Trail Construction

- ▶ Safe Alternative Pedestrian travel route
- ▶ Handicapped accessible
- ▶ Suitable for children and all ages
- ▶ No motorized vehicles
- ▶ Fence separating rail line
- ▶ Approved Road crossings



Connectivity I

LRPC 2023 Bicycle and Pedestrian Plan

"...One of the main areas identified in limiting connectivity is the Route 3 corridor from Franklin to Laconia. This road has a large section of LTS 4, the most dangerous condition, which limits access to a lot of resources and destinations along the corridor." page 21



Connectivity II

Employment and Shopping Hub of the Region

From Rt. 140 to Mansville Road – 1 mile

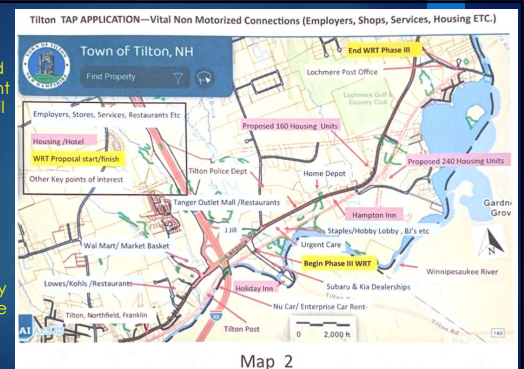
- ▶ Tilton's largest employers J. Jill and Home Depot
- ▶ Estimated over 4,000 jobs another 2,000 on other side of 93
- ▶ Over 50 retail stores
 - ▶ Includes box stores like Staples, Hobby Lobby, Home Depot, BJ's Warehouse
- ▶ 20 Restaurants, fast food, and coffee shops
- ▶ 3 Hotels/2 Proposed Housing developments
- ▶ Urgent Medical Care
- ▶ Car dealerships
- ▶ Banks



Map highlights some shops and services adjacent to proposed trail

Note proposed housing developments

- 240 Units on Manville Road
- 160 Units slightly east of Manville Rd



Map 2

Connectivity III

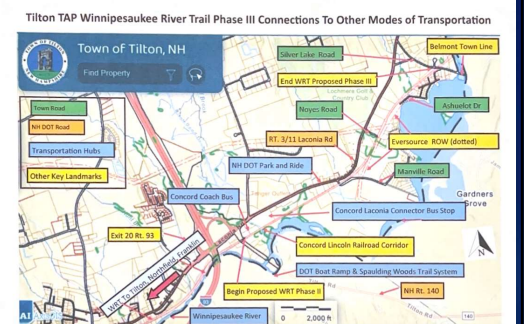
Transportation

- ▶ From the Manville Rd Crossing –
 - ▶ 0.3 miles to NH DOT Park and Ride.
- ▶ From Rt. 140 Crossing
 - ▶ 0.2 miles to Concord Coach bus stop with Connections north to Plymouth, Littleton/Conway/Berlin and south to Concord/Boston and Logan Airport with connections in Concord to Manchester Airport.
 - ▶ 0.4 miles to Concord/Laconia Connector bus stop at Hobby Lobby.
 - ▶ 0.1 miles to Subaru car dealership; 0.2 miles to KIA car dealership and 0.8 miles to NU Car dealership and Enterprise Rent A Car –
 - ▶ 0.3 miles to DOT Shaker Road Boat Ramp]
 - ▶ 0.3 miles to New England Mountain Biking Assoc. (NEMBA) Spaulding Woods biking/hiking trail system - 4.6 miles to Highland Mt. Bike Park



Transportation Connections

- DOT Park and Ride
- Concord Coach Bus
- Concord – Laconia Connector Bus
- DOT Boat Ramp
- Silver Lake Ramp
- NEMBA Spaulding Woods Trails
- Highland Mt. bike trails



MAP 3

Connectivity IV Regional Connections




- Scenic Winnepesaukee River – fishing, boating, swimming
- Tilton, Northfield, Franklin – Town Offices, Libraries, Historical sites
- Parks – Salmon Run Conservation Area, Arch Park, Riverfront Park, Tilton, Surrette Battery, Trestle View Park, Mill City (White Water) Park
- Downtown Franklin/Tilton – Shops, Stores and Restaurants
- West Franklin Connection to Northern Rail Trail – Concord>Lebanon
- Future Connection with Winnisquam and WOW Trails



Connections/Sights in Lochmere Silver Lake/Belmont Town Line




Connections/Sights in Tilton & Northfield




Connections/Sights in Franklin




Feasibility and Funding




- ▶ The WRTA has raised and set aside \$90,000 to go toward the 20% match
- ▶ The WRTA is working on raising additional funds and is confident and committed to raising the remaining \$28,000 required in matching funds for this proposal.
- ▶ The WRTA raised over \$300,000 in private grants and donations
- ▶ Once clear design and engineering plans have been determined, we will have a realistic idea of what construction costs will be.
- ▶ Depending on the amount, the WRTA will look to construct the trail in sections or in its entirety
- ▶ We will look to a number of sources for funding for construction and/or required match. Sources include Federal, State, and Private grants, donations and fundraising efforts including a possible capital campaign, and use of Tax Credits

Community Benefit



- ▶ The Winnepesaukee River Trail has strengthened ties between Franklin, Tilton and Northfield
- ▶ A study done by Healthfirst (Franklin) demonstrated improved health benefits (diabetes, blood pressure, cholesterol levels) for people walking 2-3 times per week
- ▶ The WRT/WRTA has served as a catalyst for the development of parks, outdoor recreation and served as a greenspace and wildlife corridor
 - ▶ Trestle View Park (Franklin)
 - ▶ Mill City White Water Park (Franklin)
 - ▶ Gloria and Roger Blais Riverview Conservation Area (Northfield)
 - ▶ Surrette Battery Park (Northfield) – Superfund clean up site
 - ▶ Salmon Run Conservation Area (Tilton) Browns field Clean Up



Serving a Low Income Population



- ▶ Tilton's Median Household Income (MHI) of \$64,577 is the lowest in Belknap County, and is 30% below the statewide average of \$90,845.00.
- ▶ The other communities served by the WRT are also substantially below the statewide average with Franklin being \$66,942.00, and Northfield at \$75,108.00.
- ▶ This is also true for the connecting communities of Belmont (\$73,302.00), Laconia (\$67,856.00) and Meredith (\$65,372.00) once the regional trail is completed.



Economic Benefits



- ▶ The WRTA is collaborating with the Foothills Foundation, a non profit in Northfield NH focused on promoting outdoor recreation as a means of health/wellness, retaining and recruiting young families, and economic development
- ▶ The WRT serves as a central corridor connecting the communities of Franklin, Tilton and Northfield and outdoor recreation sites including Mill City Whitewater Park (Franklin), Spaulding Woods Mt. Biking Trails (Northfield), Highland Mt. Bike Park/Trails (Northfield).
- ▶ With links to the Northern Rail Trail and when completed and connected with the Winnisquam and WOW trails, the regional trail will be an economic driver for local communities.

Questions?

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