

Buildings and Grounds

There were a number of improvements throughout the Town in 2018.

Senior Center

Replaced the bathroom, hallway and reception area flooring.



New outdoor lighting was installed.



Paved the Autoware parking lot.



Williams Field Playground

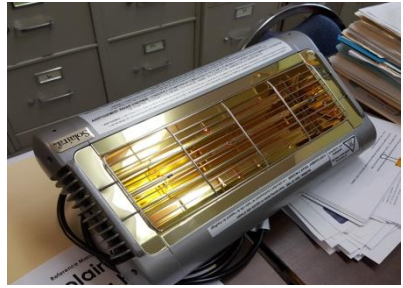
The new, donated seesaw was installed.



Transfer Station

A new roof was installed over the trash compactor.

Radiant heat was installed in the recycling booth.



Cell Service

The new cell tower was put into service.



Painting

Painting was done at the Meeting House

Meeting House

Benches were repaired and reset at the Meeting House.

Elliott Field

The Elliot Field dugout was repaired by volunteers from MTD.



New Message Sign Installed at Police Department, Rescue and Fire Department
Materials acquired from Competition Complex and donated labor from all Departments including Highway.

After 18 months of study and analysis, a plan was designed to reduce flooding of residences and commercial space in Canaan Village.

The plan is simple. It requires that we increase the flow of water under the Rail Trail behind Williams Field so that it doesn't back up enough to enter the businesses on Route 4 or crest over onto Depot Street. The Rail Trail is a dam that will back up the water onto these streets unless there is a bigger channel through it.



The only practical way that this can be accomplished is to replace the existing trestle with a 90 foot clear span bridge that will increase flow enough to keep the water out of Route 4 (except at Canaan Village Pizza) and out of Depot Street.

A.4. New 90-foot Clear Span Bridge at Upstream Rail Trail Crossing

This conceptual improvement, which was not previously studied, includes replacing the existing 65-foot span trestle with a new 90-foot clear span bridge. As with the proposed bridge at Route 4, this is the minimum span required to meet the design criteria of the NHDES Stream Crossing Rules.

The superstructure depth was estimated to be 3.6 feet based on a span/depth ratio of 25. The low chord elevation was determined by calculating the 100-year flood elevation at the bridge under open channel flow conditions and setting the low chord approximately 0.5 foot higher. The resulting low chord elevation is 945.5 which is about 1.1 to 1.4 feet higher than the existing bridge low chord. This puts the top of the superstructure at elevation 949.1, which is about 2.5 to 2.8 feet higher than the existing top of bridge deck. As a result, portions of the Rail Trail at either end of the bridge would need to be raised to meet the new superstructure elevation. The bridge would not be skewed.

The river widens somewhat abruptly to about 56 feet at the bridge and this width is proposed to be maintained through the new waterway opening. The remaining area beneath the superstructure would be active floodplain at the bankfull elevation, which is about 938.8 at the crossing. The alluvial terraces bordering the river upstream and downstream from the bridge would also be lowered to this elevation to increase discharge capacity and create conditions wherein flow contraction and expansion into and out of the waterway opening would be smooth and gradual.

Figure 5 shows a portion of the site plan for this infrastructure improvement.

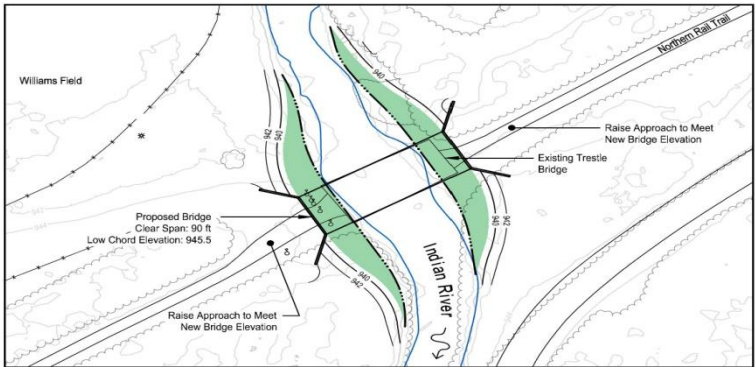


Figure 5 – Conceptual site plan for 90-foot clear span bridge at the upstream Rail Trail crossing

All but three houses and businesses would be protected; a reduction of more than 20 that flood regularly now.

The cost would be high and require a grant. In September we applied for a Transportation Alternatives Program grant that would cover 80% of the cost.

3. Project Cost Estimate

Identify the estimated project costs under each of the phases below.

Note: to avoid errors on the calculated fields \$0.01 has been inserted into the first box

A) Design/Engineering:
(Costs for engineering study, preliminary design, environmental review, identifying and establishing right-of-way, easements preparation, final design, and bid phase services)

\$

B) Right-Of-Way:
(Cost of easement acquisition and/or land acquisition)

\$

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

\$

D) Construction Engineering:
(Cost of engineering oversight for the project. Oversight needs to be almost fulltime.

\$

Project Total:

\$

Calculated Field

(Min. \$400,000 Max \$1,000,000)

Identify the amount of federal funding you are applying for.

If you are overmatching your project to get your total up to \$400,000 or over \$1,000,000 you add the additional funds to your required match and put that in the Match\$ box below. Your % federal funds will be adjusted based on your amount of overmatch. If you are adding funds that will be in addition to the amount of federal funds and match for your project those are considered non-participating funds. In this case you put the additional funds in the non-participating box. This is usually done if you want to do additional work that may not be eligible under the TAP program but you want the work done under the overall contract.

Federal \$
(\$800,000 Max. \$320,000 Min. for federal amount requested)

Calculated Field

%
(80% Max. for TAP reimbursement)

Match \$
(Enter amount of local match and additional funds if applicable)

Calculated Field

%

Canaan Local
Share would be
\$120,000

We hope to hear the results of the application by Town Meeting Day.

Respectfully Submitted, Mike Samson, Town Administrator