

**STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN**

**CONFERENCE REPORT**

**PROJECT: ENFIELD 12967-B  
Reconstruct Main Street / Rail Trail Crossing**

**DATE OF CONFERENCE:** November 17, 2010

**LOCATION OF CONFERENCE:** Enfield Public Works Facility

**ATTENDED BY:** Alex Vogt – Project Manager  
Jon Evans – Bureau of Environment  
C.R. Willeke – Bureau of Highway Design  
Many Public Officials and approximately 110 public attendees – see attached sign in sheets

**SUBJECT: Public Officials and Public Informational Meeting to seek input on existing problems and potential solutions**

Alex Vogt opened the meeting with staff introductions and an update on the status of the parent 12967, Mascoma Lake bridge replacement project. The construction contract was awarded at today's Governor and Executive Council meeting. Construction will begin within the next few weeks to preload the causeway. Construction is scheduled to be completed the end of the summer 2012. He mentioned that the Main Street / Rail Trail crossing has been removed from the current construction project due to uncertainty on the most appropriate solution for this area and the need to not delay the Mascoma Lake bridge construction. Tonight's meeting is intended to start from the beginning, to develop a problem statement, see where there are common goals, and suggest any other ideas for the Main Street / Rail Trail. The Department will review and evaluate all options, then come back with more detailed information. Alex highlighted three concepts that were previously developed:

- A) Do Nothing – Leave the existing situation
- B) Replace the rail trail bridge with a new rail trail bridge
- C) Remove the rail trail bridge and install an "at-grade" crossing

Alex asked for attendees to provide what they think are the existing problems, what is desired, what is important, and suggest any solutions. Jon Evans recorded key thoughts on a flip chart. A summary of the public input is provided below:

**Summary of Problems with Current Situation:**

- The existing low clearance does not allow for adequate emergency response,
- Has bad visibility for motorists, bikes, and pedestrians going under bridge,
- Decreases safety for bikes and pedestrians,
- Encourages high snow mobile speed,
- Generates noise with horns/ alternating one-way traffic under bridge.

## **Summary of Vision**

- Safe Intersection, especially pedestrians
- Improved emergency response and large vehicle access
- Slower Speeds (cars and snowmobiles)
- Open Views of Lake
- Recreational Access to Lake
- Enhanced Rail Trail features
- Better pedestrian connections

## **Individual Public Comments Noted (majority favor "at-grade" crossing):**

Assistant Fire Chief - Existing condition is a burden on emergency response and large vehicles including town vehicles and commercial trucks

Resident – existing condition under bridge is bad for bicyclists and pedestrians

Resident – existing condition has bad visibility for motorists

Resident – concerned with safety of proposed "at-grade" crossing

Resident – concerned with excessive snow mobile speed

Resident – Dislikes narrow underpass, would like a bridge with more width under but minimal design, the temporary road is bad for open space.

Resident – wants slow traffic (20mph), wants to see Mascoma Lake, wants recreational access, and wants to appreciate visual resource of Lake

Abutter – Vehicles honk while going under bridge, snowmobiles are loud

Resident – existing pedestrian connections are bad, need better pedestrian connections

Resident – an "at-grade" crossing will be safe

Historic Commission – endorses "at-grade" crossing, new bridge would not look historic

Greg Backus (Concord Rail Trail) - supports grade separated option

Resident – supports "at-grade" crossing

Resident – supports "at-grade" - will be less expensive

Regional resident – project needs to appreciate rail trail resource

Resident – suggests blinking light / stop sign for "at-grade" crossing

Resident – bridge needs to be attractive

Resident – Is there an example of an overpass trail bridge? Alex provided a picture of Windham trail bridge.

Abutter – Grade separated option will ruin view of abutters

Resident – Many people are using new temporary road to view lake and enjoy. The snowmobiles are going too fast – not safe for pedestrians on trail, likes sharp turns that slow traffic, proposes to use what exists now and also slow down speeds on trail.

Resident – “at-grade” crossings reduce trail usage, good trails help property values and are good for the economy, also good for learning how to ride bike.

Resident – underpass is not safe, get rid of it

Resident – loves rail trail, wants to see lake, supports “at-grade” crossing

Resident – suggests installing parking area near “at-grade” crossing to enhance rail trail.

Resident – need more visual markers on trail to slow trail traffic; access to Lake would be a positive for rail trail.

Resident – suggest improving temporary road to permanent road as a cost savings versus the original “at-grade” proposal

Resident – temporary road hurts ability to create beach area near lake

Resident – suggests tangent alignment for Main Street to decrease size of bridge

Resident – likes curved alignment to calm traffic

Resident – access to lake is good, converting temporary road to permanent would take up too much room for parking and beach

Resident – proposes long gentle grade for rail trail if “at-grade” crossing is chosen

Resident – urges Department to work with Selectmen for “at-grade” crossing with Lakefront Park

Resident – suggests speed bumps/tables on Main Street at trail crossing

Resident – suggested to look at a crossing by the historic house for “authorized vehicles only” similar to the temporary road that exists today but away from the lake/beach area

Resident – suggests traffic calming for all

Resident – what is the condition of the RR Bridge? Alex – will check with Bridge Design

Resident – mentioned that the rail trail is tremendous resource that enhances the economy. Values of property near rail trails increase by 10%.

Resident – Long term vision would be to have a lake front park that would include state and town parcels to the east of the former motel parcel.

Selectman – The Select Board supports an “at-grade” crossing concept

Alex Vogt thank the audience for attending and mentioned that the Department will look at the suggestions made tonight and come back to discuss with the Town after the holiday season.

*Subsequent to the meeting - Parcel #10 name change to Erica Faughnan and Jason Bosse*

Submitted by,

C.R. Willeke, PE  
Preliminary Design Engineer

cc: W. Cass  
A. Vogt  
W. Oldenburg  
M. Dugas  
J. Evan – BOE  
Dist #2  
Original to 12967-B Project File