

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

**CONFERENCE REPORT**

**PROJECT:** TROY  
X-A004(374)  
40371  
Troy Br. No. 096/091, NH Route 12 over NHRR (Cheshire Rail Trail)

**DATE OF CONFERENCE:** October 29, 2020

**LOCATION OF CONFERENCE:** Troy Town Hall and Zoom Teleconference

**RECORDED ATTENDEES:**

P. Brogan NHDOT (Presenter)  
J. Adams NHDOT (Presenter)  
M. Mozer NHDOT (Panelist)  
R. Martin NHDOT (Panelist)  
S. Halloran Jacobs (Panelist)  
Z. Zavalianos Jacobs (Panelist)  
J. Blackburn Jacobs (Panelist)  
C. Poire NHDOT (Moderator)  
M. Guild Troy Town Administrator  
R. Thackston Troy Board of Selectmen  
C. Hopkins Troy Board of Selectmen  
T. Wilson Troy Board of Selectmen  
E. Atkins Troy Public Works Director  
D. Ellis, Jr. Troy Police Chief  
S. Mcgarry Troy resident  
C. Coburn Troy resident  
S. Wheeler via Facebook Live  
C. Mattson via Facebook Live  
J. Dietsch via Zoom  
S. Swinburne via Zoom  
J. Mack via Zoom  
Evan via Zoom

**SUBJECT:** Public Informational Meeting

**NOTES ON CONFERENCE:**

This project involves rehabilitation or replacement of Troy bridge number 096/091 carrying NH Route 12 over the NHRR which is currently utilized as the Cheshire Rail Trail. This meeting presented the need for the bridge work and requested input from the local community.

J. Adams introduced the project, and P. Brogan presented further details. P. Brogan explained that the bridge was built in 1957 and underwent rehabilitation in 1983, 1997, and 1998. Current areas of deterioration on the bridge include corrosion of the expansion joint, concrete spalling in several places, substandard bridge rail, and corrosion of the steel beams and their supporting bearings.

Two general options were presented: the first option would involve retaining most of the existing structure and only replacing the top concrete deck. Deterioration to other areas of the bridge would be addressed as part of the project. The second option would replace the whole bridge structure. Three sub-alternatives were presented for the replacement option. Alternative 1 would retain the entire existing bridge substructure. Alternative 2 would remove the center pier but retain the existing end abutments. Alternative 3 would remove the center pier and shorten the span by placing a new abutment in front of the existing north abutment.

Three traffic control alternatives were presented. Alternative 1 maintains traffic on the bridge using temporary traffic signals and two phases of construction. Anticipated traffic delays are between five and eight minutes during peak times. Alternative 2 maintains northbound traffic on the bridge but detours southbound traffic along Prospect Street and High Street, still requiring two construction phases. Alternative 3 maintains northbound traffic on a temporary detour bridge and detours southbound traffic along Prospect Street and High Street in a single construction phase. However, Alternative 3 also features significant environmental and Right-of-Way impacts.

Alternatives 2 and 3 will introduce only minor traffic delays, but will also require a detour for southbound truck traffic. The truck detour follows NH Routes 12, 32 and 119, for a total length of 32 miles.

P. Brogan explained that the bridge is a contributing resource within the Troy Village Historic District, and the Cheshire Rail Trail is potentially eligible for the National Register of Historic Places. NHDOT will be examining all potential impacts to the surrounding resources in accordance with Section 106 of the National Historic Preservation Act. Those interested in formal involvement in historic resource review as “consulting parties” may do so by contacting Jamie Sikora at FHWA.

The project will advance to final design after the preferred alternative is selected and the NEPA (National Environmental Policy Act) process is completed in 2021. The design will be completed in 2022 and construction is scheduled to begin in 2023.

Lastly, input was requested regarding emergency response routes, mutual aid, school bus routes, and bike and pedestrian concerns. There were several questions and comments around the room as follows:

- T. Wilson inquired about the construction timeframe for the project. S. Halloran responded that he anticipates one full construction season. Jacobs is looking into possibilities for accelerated bridge construction techniques.
- T. Wilson voiced support for traffic control Alternative 1.
- D. Ellis noted that Prospect Street is very narrow, and spoke in favor of traffic control Alternative 1.
- E. Atkins noted the narrow width and sharp vertical curvature of Prospect Street, and voiced support for traffic control Alternative 1.
- E. Atkins asked where equipment and materials will be staged during construction. S. Halloran noted that there is limited space for staging so any input the Town can provide would be helpful.
- R. Thackston inquired how much faster traffic control Alternative 3 would be relative to Alternative 1. S. Halloran commented that construction would not be significantly faster

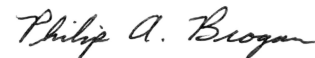
with Alternative 3. Construction of the temporary bridge will offset the time saved by not using phased construction.

- R. Thackston asked if funding is available from the state should the construction result in damage to Town infrastructure. J. Adams replied that if a detour follows local roads, the contract will provide allowance for any possible repairs to the roads needed as a result of the project.
- R. Thackston voiced support for traffic control Alternative 3 due to reduced impact to traffic and possibility of a local road being upgraded.
- D. Ellis asked whether a truck detour could be implemented in both directions similar to the Roxbury-Sullivan 10439 project. P. Brogan replied that such a detour is a possibility, but noted that the NHDOT Construction Bureau has encountered some difficulties with trucks missing truck detours and getting caught in the project.
- S. Wheeler put his support behind the bridge replacement option.
- C. Hopkins asked if anything could be done about the “hump” at the bridge. P. Brogan noted the difficulty in changing the elevation of the bridge due to the fact that it passes over a railroad, which has vertical clearance requirements. C. Hopkins asked if the “hump” could be addressed by raising the grade at either end of the bridge. P. Brogan replied that the roadway approaches could be raised only marginally without significantly affecting the driveways adjacent to the approaches.
- C. Hopkins noted that the Troy Planning Board and Board of Selectmen applied for a grant for rectangular rapid flashing beacons at crosswalks, but NHDOT said that better overhead lighting is needed for the request to be granted. He asked whether said lighting could be included in the project. P. Brogan replied that it might be incorporated if the crosswalks in question are within the extents of the project. J. Adams replied that we will look further into the issue. M. Mozer noted that flashing pedestrian beacons could be incorporated into the project relatively easily.
- C. Hopkins noted that it is the desire of the Troy Planning Board that the new rails on the bridge reflect the appearance of the existing historic rails. P. Brogan replied that NHDOT will coordinate further with the Town as part of the cultural resources review process.
- C. Coburn noted the poor drainage situation between her house and her neighbor’s house on the east side of Central Square which has been caused damage around her foundation. Stormwater flows from northwest to southeast across the green, and then across the two properties. She indicated that an old culvert between the two homes has been infilled. P. Brogan replied that he will reach out to NHDOT Bureau of Highway Maintenance to gain more insight into what may be causing the drainage problem.
- S. Wheeler asked whether the turning radius at the intersection of Prospect Street and NH Route 12 could be improved. He noted the guardrail and curb force him to cross the centerline when making right turns from Prospect Street onto NH 12 southbound. He suggested that adjusting the guardrail or limiting the extent of the curb may help the situation. S. Halloran noted that a “T” intersection would be ideal here, but there is not enough space to work within the existing Right-of-Way. J. Blackburn noted the additional difficulty with the presence of the driveway immediately adjacent to the intersection, and the grade difference between the end of Prospect Street and the bridge.
- C. Coburn asked whether the impacts to wetlands would influence the flooding concern in Central Square. P. Brogan replied that the wetland is in a low-lying area adjacent to the rail trail and therefore should not have any influence on the stormwater up in the square.
- Evan commented that Traffic Control Alternatives 2 and 3 would have a severe impact on the residents of Prospect and High Streets. He also noted that Prospect Street is narrow and steep with poor visibility at the top of the hill. The intersection of High Street and Prospect

Street is very busy at commuting times, and traffic will likely build up at that intersection. There are also multi-family apartments located in that vicinity.

- S. Swinburne asked whether the rail trail will remain open during construction. S. Halloran replied that there will be some impacts to pedestrian traffic, and the trail will likely need to be closed during some phases of the bridge construction. The design team will look further into what can be done to mitigate a closure with a pedestrian detour.
- J. Mack noted that snowmobiles will likely want to use the trail in the winter. P. Brogan replied that construction activities are unlikely to happen in the winter and the trail should be open for use in the winter months.
- T. Wilson noted that traffic control Alternatives 2 and 3 would put about a quarter million vehicles on Prospect Street and High Street per month during construction.
- C. Coburn voiced support for decorative bridge rail given the history and appearance of the local area.
- D. Ellis noted that there is a bridge on the detour route for Traffic Control Alternatives 2 and 3 on High Street which is load posted.

Submitted by:



Philip A. Brogan  
Bridge Design

NOTED BY: P. Brogan, M. Mozer