



**City Council Meeting Minutes**  
**Monday, August 21<sup>st</sup>, 2023 - 6:30 p.m.**  
**BRCC, Gymnasium**

**Council in attendance:** Mayor Jo Brown, Councilor Jay Chandler, Councilor Leigh Webb, Councilor Bob Desrochers, Councilor George Dzujna, Councilor Valerie Blake, Councilor Paul Trudel, Councilor Vince Ribas, Councilor Ted Starkweather and Councilor Olivia Zink

**Absent:** None

**Others in attendance:** City Manager Judie Milner, Planning & Zoning Director Seth Creighton, McFarland Johnson Project Manager Brian Colburn and members of the public.

Mayor Brown called the meeting to order in Council Chambers at 6:30 p.m.

Salute to the Flag was led by Councilor Ribas.

**Agenda Item I.**

Trestle Bridge Discussion

Mayor Brown stated that this was an update to a presentation that the engineering firm did last year.

Milner let the public know that this workshop is about the Trestle Bridge. In 2019 the city received a Transportation Alternative Program (TAP) grant from NHDOT towards this bridge. She clarified that this is NOT a Mill City Park project, but a city project. There have already been a few public hearings about this as required for this grant.

The city received a recent letter from NHDOT asking the council what will be done with the Trestle Bridge, as they need an answer. This letter is attached to the end of the minutes.

The agenda item on this will be added to the next City Council meeting, which will be held on Tuesday, September 5<sup>th</sup>, at 6pm in the High School Cafeteria.

Milner turned the rest over to McFarland Johnson PM, Brian Colburn.

Colburn gave a presentation with PowerPoint slides, which can be found at the end of the minutes.

He went over the five project options that the city will need to make a decision on including the total project estimates:

- Historical Restoration/Rehabilitate Trestle - \$4,815,000 (NHDOT will fund **up to 80%**)
- Historical Restoration/Replace Trestle In-Kind - \$4,385,000 (NHDOT will fund **up to 80%**)

- New Pedestrian Bridge & Stabilize Trestle - \$3,455,000 (NHDOT will fund **up to** 80%)
- Stabilize Existing Trestle - \$1,700,000 (City will be responsible for 100% of the funding)
- Removal of the Trestle - \$750,000 (City will be responsible for 100% of the funding)

Colburn, Creighton, and Milner answered questions from the council and members of the public.

Some of the key points were as follows:

- NHDOT wants to know what to do with the TAP grant. If there is no decision made by the end of December 2023, the Department will close out the project due to inactivity and indecision.
- The 20% match from the city is a best-case scenario. The city will most likely need to cover more than 20% of whichever option is chosen, as the extra money from the state is not guaranteed. The Economic Development team has been looking into other funding resources and it's been very challenging.
- \$128,000 of city funding refers to the amount that will be paid by Mill City Park towards a new trestle option and that would go through the city as a donation. \$512,000 has already been awarded from the NHDOT. This is a total of \$640,000 that is already funded towards the 3 options to rehabilitate/replace/rebuild the trestle bridge.
- This engineering firm was hired to see if this bridge could be restored or made into a pedestrian bridge. They were not hired to evaluate the existing conditions or how much longer it will last if left as is.
- The costs provided do not reflect future maintenance costs for the city.
- It has been absolutely confirmed by Creighton that this entire bridge is owned by the city. He has liens from the 1970's that clearly show that the state gave the bridge to the city.
- Nothing can proceed with NHDOT until the city council makes the decision to fund this project.
- With new infrastructure bill the NHDOT has more money to put towards this TAP grant.
- On Tuesday, September 5<sup>th</sup>, this project will be on the agenda to set a public hearing for a vote at the October City Council meeting.

There was a lot of discussion between the members of the public and the council. There were concerns about the risks and many variables if taking on any rebuilding, as the extra funding from NHDOT is not known at this time, where removing the bridge would be 100% of the city's share and that alone would start at \$750,000 to complete. Aside from removal, the option to build a new pedestrian bridge and stabilize the trestle would possibly be the next cheapest way to go, depending on how much grant funding would be received. If the state were to pay 80% of the

**City Council APPROVED Meeting Minutes – August 21, 2023**

Page 3 of 3

total for that option, the 20% match from the city would cost \$691,000. This is, however, if the state actually pays the full 80% of the project.

The mayor stated that Colburn is going to try to get real numbers from NHDOT of what they would contribute for each option and hopes to present that to the city within the next few weeks.

**Agenda Item II.**

Other Business.

No other business was discussed.

**ADJOURNMENT:**

**Motion to adjourn was made by Councilor Zink and seconded by Councilor Chandler.  
All in favor. Motion PASSED.**

The meeting adjourned at 8:34 p.m.

Respectfully submitted,

Lisa A. Jones  
Executive Secretary



**William Cass, P.E.**  
**Commissioner**

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**David Rodrigue**  
**Assistant Commissioner**  
**Andre Briere**  
**Deputy Commissioner**

August 15, 2023

Seth Creighton, AICP  
Planning & Zoning Director  
City of Franklin  
316 Central Street  
Franklin, NH 03235

RE: FRANKLIN, X-A004(886), #42513  
Trestle Bridge Mill City Park Trail

Dear Mr. Creighton:

The Trestle Bridge Mill City Park Trail, project #42513 was selected in the 2018-2019 Transportation Alternative Program (TAP) selection round. A municipal agreement was signed by the city of Franklin on June 19, 2019, and funds were obligated for design on October 15, 2020. Approval to hire McFarland Johnson was given on October 29, 2020, and the city was given a notice to proceed with an Engineering Study at the same time. At this point in time, almost three years have passed since the city was given approval to hire McFarland Johnson. NHDOT typically see full project designs take 4-5 years and the city hasn't yet completed the Engineering Study, never mind the remaining design.

The Department does understand that there are serious concerns with project, based on work completed so far. The consultant conducted a thorough inspection of the trestle and found that a significant portion of the trestle is not salvageable and can't be rehabilitated. A preliminary estimate was submitted for three possible options, plus another estimate to remove the trestle if rehabilitation isn't feasible due to safety concerns.

- Rehabilitate as much of the trestle as feasible. Cost \$4,350,000
- Remove the trestle and build a new structure that would have a similar look as the trestle. Cost \$4,215,000.
- Construct a new modern structure up stream to cross the river. Cost \$3,050,000.
- Remove existing trestle due to safety concerns. Cost \$1,500,000.

All the option estimates are significantly higher than the current funding awarded to the 42513 project which is approximately \$597,000.


The Department has been clear with the City and their consultant over the last few months that local decisions need to be made with this project. We have also spent quite a bit of time looking at different options for moving forward, shutting the project down, various options in between, and what the implications of each is for the City. However, no decision by the City has been made. The Department needs to see the City make a

go-no go decision for this project, and if it is a go, than the City needs to provide their share of funding and progress in a timely manner.

In other words, to move this project forward, the Department needs to have a commitment from the City of Franklin that officials will work toward providing the necessary funds to construct this project. The Department has an estimate review committee (ERC) that is able look at similar projects to see if the provided estimates are reasonable. If they are, the Department would look to see how much additional federal funding could be provided to this project. For the project to go before the ERC the Department will need to see in writing from the City a commitment that they will provide a 20% match on any additional funding provided and to be prepared to put in additional city funding to cover costs over what the Department can provide. If we don't receive a commitment in writing before the end of December 2023, the Department will move to close out the project due to inactivity and indecision.

If you have questions or want to have a meeting, please contact me anytime at the email address below or call me at the phone number listed below.

Sincerely,



Thomas E. Jameson, PE  
Project Manager  
Bureau of Planning and Community Assistance  
Tel. (603) 271-3462  
Email: [thomas.e.jameson@dot.nh.gov](mailto:thomas.e.jameson@dot.nh.gov)

Cc: Bill Watson, NHDOT, CR Willeke, NHDOT, Brian Colburn McFarland Johnson



# City Council Workshop – August 21, 2023



## Project Description

- Construct a Pedestrian Connection Between Winnepesaukee River Trail and Mill City Park
- Awarded a Grant from NHDOT in 2019
  - NHDOT Funding \$512,000
  - City Funding \$128,000
  - Total Funding \$640,000
  - (Assumed Replacing Railroad Ties with Solid Timber Deck)
  - Project Must Follow NHDOT Prescribed Process



# Description of Bridge

- Built circa 1890's
- 15-Spans, 356' Long, 12' Wide, 20' Above Ground
- 3 Types of Trestle Spans
  1. Standard (Spans 1-6 & 15)
  2. A-Frame (Spans 8-13)
  3. Inverted King Post (Spans 7 & 14)



## 2019 Inspections Results

### Condition Summary Table

Element	Total	Green (Retain)	%	Red (Replace)	%	Yellow (Repair)	%
Bents	70	27	39%	20	29%	23	33%
Stringers	90	10	11%	38	42%	42	47%
A-Frames	30	12	40%	8	27%	10	33%
	<b>190</b>	<b>49</b>	<b>26%</b>	<b>66</b>	<b>35%</b>	<b>75</b>	<b>39%</b>



# Structural Inspection Findings

- Portions of the Truss are in Poor Condition
- Truss is Continuing to Deteriorate
- 2019 Inspection Led to Path Relocation



## Current Alternatives

- Rehabilitate Existing Railroad Trestle
  - Remove Rail, Ties, & Stringer and Put on New Deck & Historic Style Railing
  - Rehabilitate and Replace Trestle Members In Kind
- New Railroad Trestle
  - Replicate Existing Design
  - All New Timber Members
- New Pedestrian Bridge Upstream
  - Includes Maintenance Work To Existing Trestle



# Current Alternatives

- Stabilize Trestle
  - Remove Vegetation
  - Repair or Replace Failed Trestle Members In Kind
  - Will Not Allow Pedestrian Traffic On Trestle
- Remove Trestle
  - Coordinate Stone Pier Removal

## Alternative Cost Estimates

	ALTERNATIVE COST ESTIMATES				
	HISTORIC RESTORATION ALTERNATIVES FOR PEDESTRIAN LOADING		NEW PEDESTRIAN BRIDGE & STABILIZE TRESTLE	NO-BUILD & STABILIZE TRESTLE	NO-BUILD & REMOVE TRESTLE
	REHABILITATE TRESTLE	REPLACE TRESTLE IN-KIND			
TIMBER TRESTLE WORK	\$ 2,200,000	\$ 1,925,000	\$ 1,000,000	\$ 1,000,000	\$ 500,000
NEW CONCRETE RIVER PIERS (TBD)	\$ 550,000	\$ 550,000	\$ -	\$ -	\$ -
PEDESTRIAN DESIGN & HISTORIC STYLE RAILING	\$ 625,000	\$ 625,000	\$ -	\$ -	\$ -
CONTINGENCY	\$ 350,000	\$ 300,000	\$ 225,000	\$ 225,000	\$ 100,000
MOBILIZATION	\$ 350,000	\$ 300,000	\$ 225,000	\$ 225,000	\$ 100,000
NEW PEDESTRIAN BRIDGE & FOUNDATIONS	\$ -	\$ -	\$ 1,495,000	\$ -	\$ -
APPROACH WORK	\$ 75,000	\$ 75,000	\$ 60,000	\$ -	\$ -
<b>TOTAL CONSTRUCTION COST ESTIMATE</b>	<b>\$ 4,150,000</b>	<b>\$ 3,775,000</b>	<b>\$ 3,005,000</b>	<b>\$ 1,450,000</b>	<b>\$ 700,000</b>
ENGINEERING, GEOTECHNICAL & PERMITTING	\$ 375,000	\$ 350,000	\$ 240,000	\$ 150,000	\$ 50,000
CONSTRUCTION ENGINEERING (7% CONSTRUCTION)	\$ 290,000	\$ 260,000	\$ 210,000	\$ 100,000	\$ -
<b>TOTAL PROJECT ESTIMATE</b>	<b>\$ 4,815,000</b>	<b>\$ 4,385,000</b>	<b>\$ 3,455,000</b>	<b>\$ 1,700,000</b>	<b>\$ 750,000</b>
CITY SHARE	20%	20%	20%	100%	100%
<b>CITY COST</b>	<b>\$ 963,000</b>	<b>\$ 877,000</b>	<b>\$ 691,000</b>	<b>\$ 1,700,000</b>	<b>\$ 750,000</b>

\$640,000 Already Funded (\$512,000 DOT - \$128,000 City)



# *New Railroad Trestle Alternatives*

- Modern Materials Could Be Used to Build a More Efficient Trestle
  - Fewer Bents
  - Longer Spans
  - Would Change the Look of the Trestle
  - Would Lower Construction Costs
  - Require Additional Coordination with Resource Agencies
  - Wide Range of Options

## *October 11, 2022 Meeting Summary*

- Concerns with Rehab Option
  - Future Maintenance Costs
  - Unknowns During Construction
- Not Much Support for New Bridge Upstream of Trestle
- New Trestle Preferred
  - Explore Options To Reduce Costs and Future Maintenance
  - Use of Modern Materials





# NHDOT Grant Requirements

1. Engineering Study
  - Develop A Range of Alternatives
  - Select Locally Preferred Alternative
2. Preliminary Design
  - Refine Locally Preferred Alternative
  - Fully Evaluate Impacts of Proposed Alternative on Resources
3. Final Design
4. Construction

# NHDOT Grant Requirements

- NHDOT Reimburses City for 80% of Funds Expended
- NHDOT Grant Summary
  - Total Grant               \$640,000
  - NHDOT Funding       \$512,000
  - City Funding           \$128,000

## Engineering Study

Total Cost	~\$88,000
NHDOT Funding	~\$70,400
City Funding	~\$17,600

## Remaining Grant Funds

\$552,000
\$441,600
\$110,400



# NHDOT Grant Requirements

- Project Must Come to a Finish Point
  1. Engineer Study Concludes No Viable Project – “No-Build”
  2. Preliminary Design Concludes No Viable Project – “No-Build”
  3. Project is Constructed
- If Project Does Not “Finish”, NHDOT Will Take Back Money Reimbursed

## Next Steps

### If “No-Build” Alternative is Selected

- Complete Engineering Study
- Submit to NHDOT
- Project Finishes
- Total Funds Expended            ~\$88,000
- City Funds Expended            ~\$17,600



## *Next Steps*

### If “New Trestle” Alternative is Selected

- Complete Engineering Study
- Submit to NHDOT
- Prepare Scope of Work for Preliminary Design
- Submit to City and NHDOT
- Establish Budget for Preliminary Design Effort
  - Estimated at \$200,000

## *Next Steps*

### If “New Trestle” Alternative is Selected

- Tasks for Preliminary Design
  - Design Charrettes
  - Design Alternatives
  - Historic Consultation
  - Renderings and Preliminary Drawings
  - Updated Costs
  - Public Input
  - Develops Refined Preferred Alternative



## *Next Steps*

### If “New Trestle” Alternative is Selected

- Secure Additional Funding
  - Roughly \$4 Million Additional Funds Needed
  - Almost All Potential Grants Require City Matching Funds
  - % of City Funding Varies By Grant (Assume 20%)
  - Should Plan on At Least \$800,000 of Additional City Funds
  - Could Take 1 -2 Years to Secure Funding

## *Next Steps*

### If “New Trestle” Alternative is Confirmed At End of Preliminary Design

- Complete Preliminary Design
- Submit to NHDOT
- Prepare Final Construction Documents
- Advertise Project
- Construct Project



## Next Steps

### If “No-Build” Alternative is Selected at Conclusion of Preliminary Design

- Complete Preliminary Design
  - Submit to NHDOT
  - Project Finishes
- 
- |                        |            |            |
|------------------------|------------|------------|
| • Total Funds Expended | ~\$200,000 | + \$88,000 |
| • City Funds Expended  | ~\$40,000  | + \$17,600 |

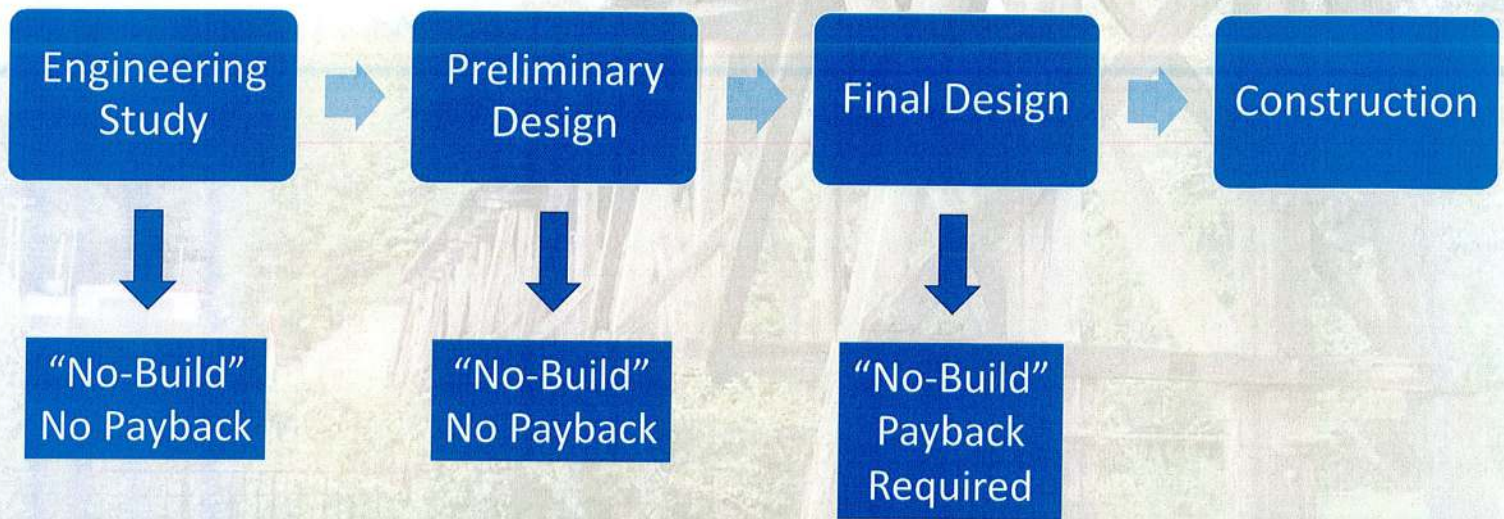
## Next Steps

### City Needs To Determine If Project Should Continue to Preliminary Design

- Yes
  - MJ will Finalize Engineering Study and Prepare Scope and Fee for Preliminary Design
  - Present to City for Approval
- No
  - MJ Will Finalize Engineering Study
  - Project Ends



## Next Steps

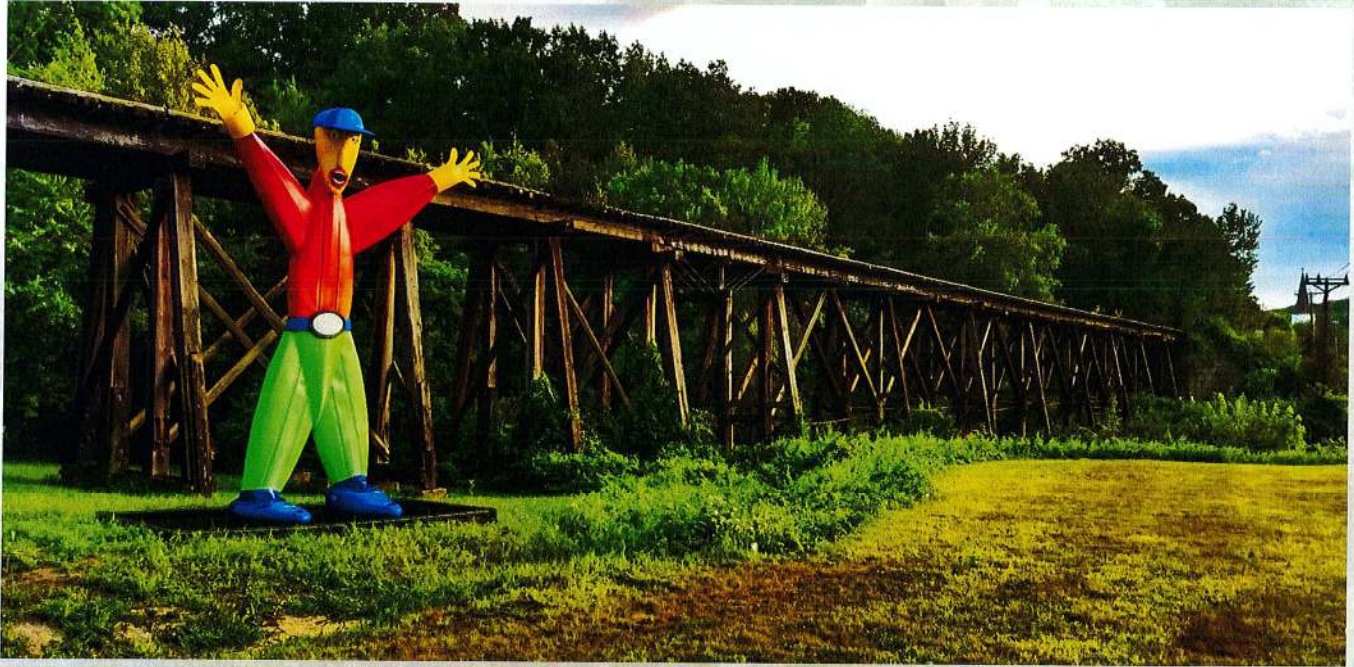


## NHDOT Letter Dated August 15, 2023

- City Needs to Make a Decision to Move the Project Forward or Cancel the Project by December 2023
- City Needs to Commit to 20% Match of Additional Funding from NHDOT
- City Needs to Commit to 100% of Funds Beyond What NHDOT Can Provide
- Commitments Need to be in Writing



# Questions



**Franklin**  
NEW HAMPSHIRE  
*The Three Rivers City*



**McFarland Johnson**

## Contact Information

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**McFarland Johnson**