

Mason RR Trail Jackson Road Trestle Repair Project, Conservation Commission Final Report

Preparation:

The old curbs and railings were removed April 20 by volunteers from MANE and others.

Volunteers from the Wilton Winter Wanderers snowmobile club removed the temporary plywood decking they had installed last year and then, on May 4, brought in an excavator to help remove the ties.

As can be seen in the photograph at the far right, the old ties were long over-due for replacement!



Cleaning, priming and painting:

Dan Kuusisto and crew, the painting contractor, finished cleaning and priming the girders by June 5 (first photo at right), but a long siege of wet weather delayed application of the third and final top coat until June 19 (2nd photo).



Deck installation:

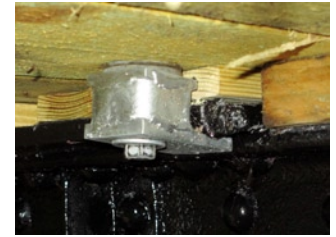
The many rivets used to manufacture the girders in 1850 made their tops uneven, resulting in an uneven footing for the new beams.

Cornerstone Excavation (Eric Anderson and crew) installed pressure-treated 3/4" wood shims between the rows of rivets, as shown at the right. In addition to providing level support these also provide for better drainage and ventilation of the undersides of the new beams as well as protecting the new paint coatings from damage during beam placement. They also spaced the 8" x 10" rough cut pressure treated beams 1/2" apart for further drainage and ventilation - all very important measures for preventing decay for decades.

The majority of beams were 12' long to provide for the 10' wide passageway required by the snowmobile club's grooming equipment plus room for curbing. As shown at the right, a number of 16' long beams were used to provide for diagonal bracing of the guardrails. The 6x6 curbing was attached every 24" to the underlying beam using 18" long 3/4" galvanized bolts. The in-between beams were attached to the curbs using TimberLok fasteners to create a unitary structure.



This deck structure was secured to the girders using fabricated galvanized clamps as shown at the right. Eight such clamps were installed, 4 along the outer edge of each girder, using 9" long 1/2" diameter galvanized lag bolts. These prevent the deck structure from shifting sideways on, or lifting up from, the supporting girders.



Results:

Installation of the deck was finished June 28 and the Mason RR Trail has been re-opened to public use along its entire length.

See photos to right for the appearance of the restored trestle as seen from the East and from the North...

Project Costs & Contributions:

Cash expenses

- \$ 5,075 for deck materials (pressure treated timbers, fasteners, etc.)
- \$ 5,150 Dan Kuusisto for cleaning, priming, painting & paints
- \$ 3,951 Cornerstone Excavation (Eric Anderson) for deck installation
- \$ 1,153 Police & Highway Dept. for road closure & traffic control

\$ 15,329 TOTAL cash outlay

Non-cash grant matching contributions:

- \$ 2,276 for 122.5 hours of volunteer labor, valued at \$18.58/hour
- \$ 850 for 6.75 hours of excavator work, valued at \$126/hour

\$ 3,126 TOTAL non-cash contributions

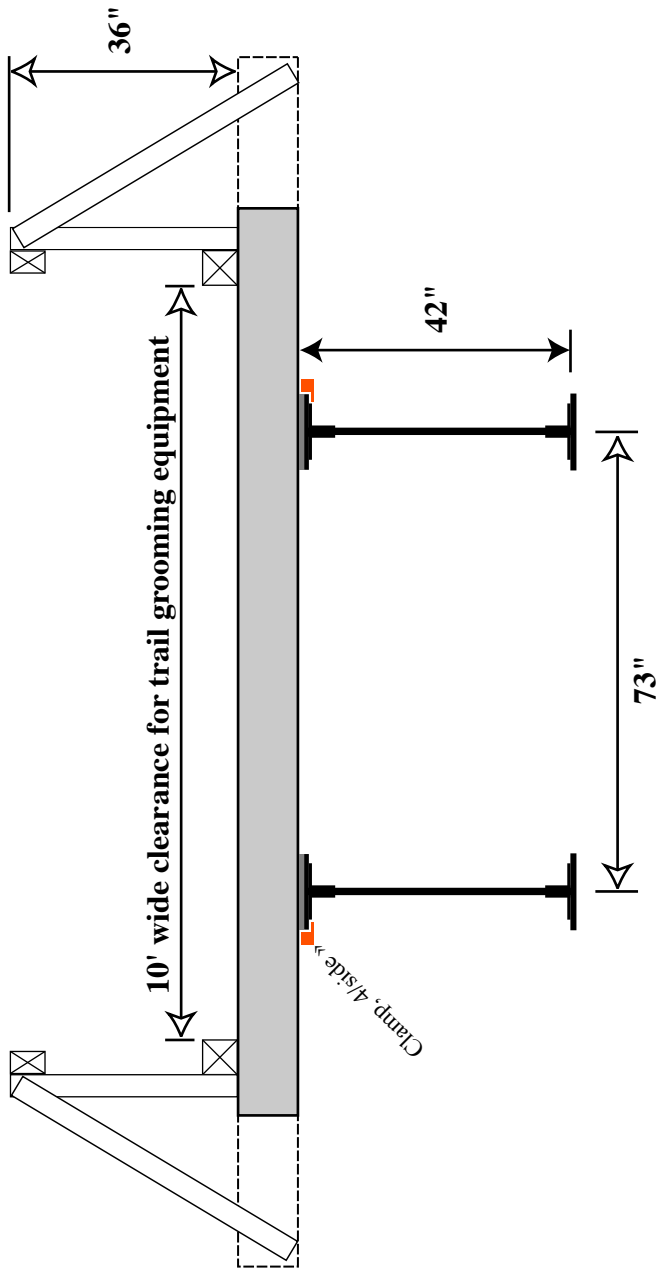
\$ 18,455 TOTAL with volunteer contributions

(\$ 13,751) State RTP Grant

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\$ 1,578 NET outlay from Conservation Commission Funds (Total cash outlay - State RTP Grant)

Many thanks to the volunteers from Mason Area Neighborhood Equestrians, Wilton Lyndeborough Winter Wanderers Snowmobile Club, Mason Conservation Commission and friends who contributed their hard work.





**Mason Railroad Trail, Jackson Road Trestle Repair
 Cross-section, as built June 2013**

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