New Ipswich 14465

Public Informational Meeting

January 19, 2010

NH 123 / NH 124 Bridge Over Souhegan River

"Highbridge"

SWRPC
Southwest Region Planning Commission

New Hampshire DOT
Department of Transportation

TOWN OF NEW IPSWICH, NEW HAMPSHIRE
INC. 1736

Agenda

- Welcome and Introductions
- Context Sensitive Solutions
- Existing Conditions: Bridge and Highway
- Preliminary Design Alternatives
- Project Cost and Schedule
- Questions and Answers

Introductions

- Design Team
- Project Advisory Committee

Context Sensitive Solutions (CSS)

"A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility."

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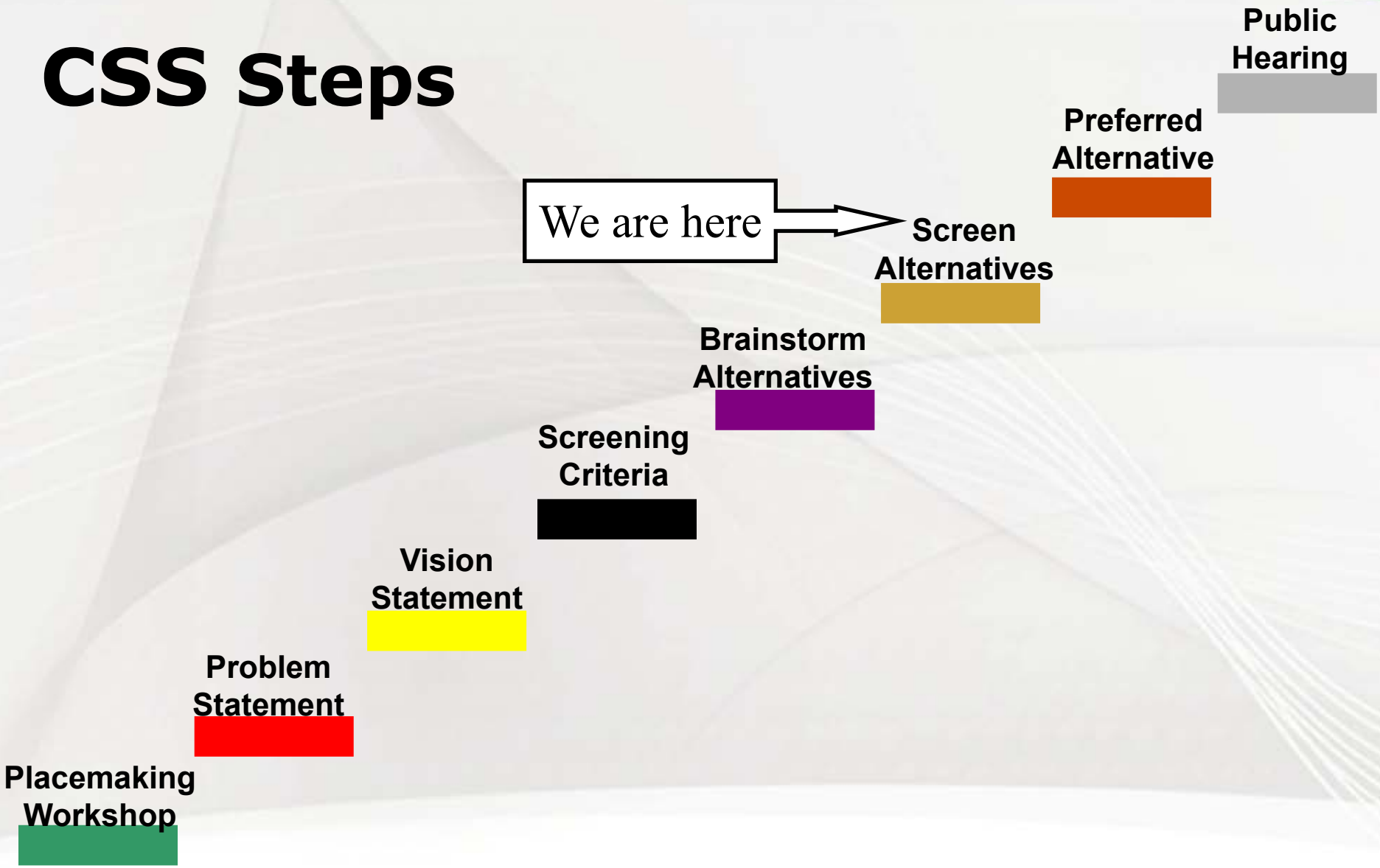
Context Sensitive Solutions (CSS)

- Involve Stakeholders
- Identify Problem(s)
- Create a Vision
- Develop Range of Alternatives
- Determine Preferred Alternative

Consensus

Consensus does not mean that everyone agrees, but that the principal groups and individuals can <u>live with</u> a proposal.

CSS Steps


Public Hearing
Preferred Alternative
We are here
Screen Alternatives
Brainstorm Alternatives
Screening Criteria
Vision Statement
Problem Statement
Placemaking Workshop

Problem Statement

Adopted 10/14/09

The NH Route 123/124 (Turnpike Road) bridge, ("Highbridge"), built in 1957 over the Souhegan River in the Town of New Ipswich, is in poor condition and is on the State's Redlist. An historic stone arch bridge structure, built circa 1820 which supports Highbridge, is deteriorating and needs attention to ensure the long-term stability of the structures. The roadway within the project area, between the intersections of NH 123/124 with Highbridge Road and River Road is narrow, lacking shoulders and adequate width for turning vehicles. The existing bridge has a sidewalk that may not be easily accessible to pedestrian/school traffic crossing the bridge. The stone arch bridge, although it is a valuable historic resource, is inaccessible and largely invisible to motorists and pedestrians. The alignment of the existing roadway bridge is skewed to the alignment of the approaches causing vehicles to strike the projecting corner of the bridge curbing. Excessive width of River Road at its intersection with Turnpike Road results in uncertain turning paths and vehicle conflict. The profile of Turnpike Road and overgrown vegetation along the roadside obstruct the sight line to the left from Highbridge Road. Viable detours are unavailable to route traffic around the bridge area for both planned and unplanned closures of the bridge. Connectivity is vital to New Ipswich residents, area businesses, commuters, schools, and emergency response.

Vision Statement

Adopted 10/14/09

NH Route 123/124 is a vital road providing access for local and regional traffic within and through New Ipswich. Highbridge crosses the Souhegan River at the junction of NH Routes 123 and 124. The corridor in the vicinity of the bridge will be enhanced by replacing the upper steel bridge, preserving the historic lower stone arch, and redesigning the approaches to the bridge. In addition to upgrading roadway safety, the new bridge and its approaches will provide opportunities to optimize the roadway width, allow for safe bicycle and pedestrian travel, and improve drainage. The project will maintain the historic, cultural, and natural resources by utilizing least impacting practical alternatives to protect the environment and aesthetic value in and around the Highbridge area. The bridge will be aesthetically pleasing, environmentally sensitive, and will preserve the historic character of New Hampshire's earliest textile mills.

Alternative Screening Criteria

- Evaluate whether alternative is effective in addressing problems and visions identified
- Determine if concept should be included in the range of reasonable alternatives

Screening Criteria (cont.)

Criteria Categories

- Access
- Aesthetics
- Natural Resources
- Cultural Resources
- Economic Viability
- Implementation / Constructibility
- Mobility
- Safety
- Business Impacts

Existing Conditions - Bridges

1. NH 123/124 bridge
   - Built in 1957 – steel and concrete
   - 24’ roadway plus sidewalk
   - Poor condition
   - Supported by stone bridge
2. Stone bridge (Highbridge)
   - 1820s construction – historic structure
   - Dry laid stone

Existing Conditions

Existing Conditions

Existing Conditions - Highway

1. NH 123/124 (Turnpike Road)
   - 30 mph posted speed
   - No shoulders
   - Steep descent from east
   - Road is angled to bridge
2. NH 123 (Highbridge Road)
   - Very close to bridge
   - Flashing signal beacon

Existing Conditions

Existing Conditions

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Key Design Issues

1. Minimize impacts
   - Houses and building close to road
   - Historic bridge and district

2. Maintain traffic during construction

Design Alternatives

1. New bridge beside existing
   - Not feasible due to impacts
2. New bridge in existing location
   - 11’ lanes, 4’ paved shoulders, 5’ sidewalk
   - Moderate alignment improvement
3. New bridge in existing location
   - Modest alignment improvement

➢ Alternatives 2 and 3 need detour

Detour Alternatives

1. Regional detours
   - Divert regional traffic away from project area
2. Upstream detour
   - Property impacts
   - Signals / queues / steep grades
   - Concern with winter operation
3. Mill Street detour
   - School buses and emergency vehicles only?
   - Steep grades
   - Summer only

Cost and Schedule

1. Estimated cost
   - $2.2 million
   - Includes cost of Mill Street detour
2. Schedule
   - Public Hearing Summer 2010
   - Final Design 2010-2011
   - Construction begins Spring 2012

Thank You

Any Questions?

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