

# New Ipswich 14465

NH 123 / NH 124 Bridge Over Souhegan River

“Highbridge”

*Project Advisory Committee*

*Meeting #2*

July 15, 2009



# Agenda

- Welcome and Introductions
- Minutes of 5/20/09 meeting
- Adopt Public Involvement Plan
- Discuss Draft Problem Statement
- Discuss Vision Statement
- Next Steps

# Introductions

- Design Team
- Project Advisory Committee

An aerial photograph of a large, multi-story red brick building complex, likely a school or institutional facility. The building has a prominent central tower and is surrounded by a large parking lot filled with cars. The surrounding area is lush with green trees and vegetation. The sky is clear and blue.

# 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.”*

# 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 live with a proposal.*

# CSS Steps

Public  
Hearing

Preferred  
Alternative

Screen  
Alternatives

Brainstorm  
Alternatives

Screening  
Criteria

Vision  
Statement

Problem  
Statement

We are here



Placemaking  
Workshop

# 5/20/09 meeting notes

Any comments?

# Public Involvement Plan

Comments from 5/20/09 meeting:

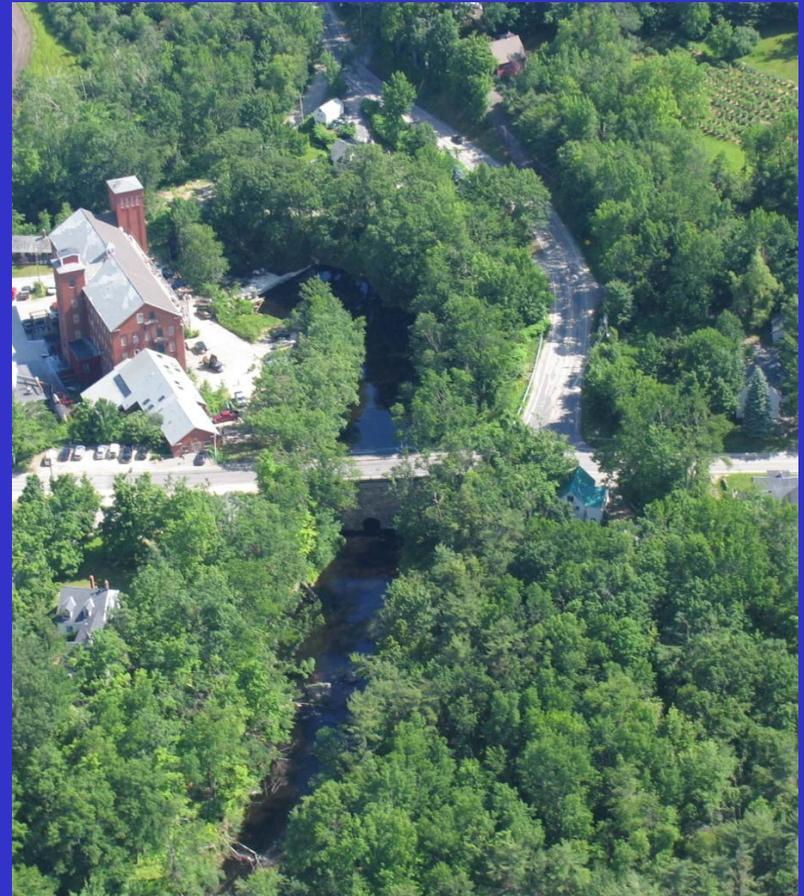
- Publish in Jomarc Advertiser rather than Keene Sentinel
- Add link on town website to NHDOT website

# Draft Problem Statement

*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 its long-term stability as well as Highbridge’s. 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 area businesses, schools, and emergency response.*

# New Ipswich/"Highbridge" Vision Statement

A statement of desired characteristics of a place at a specific time. This statement should address transportation goals and may include other community and environmental goals related to the transportation corridor as well.



# Sample Vision Statements

- Winchester: NH 10 bridge replacement
- Dublin: NH 101 traffic calming
- Meredith: US 3 corridor improvements

# Winchester – NH 10

## *Draft Vision Statement*

NH Route 10 is a major north-south arterial road providing access to and from southwest NH. The corridor in the vicinity of the Winchester-Swanzey town line will be enhanced by the construction of a new bridge and improvements to the adjacent approaches to the bridge. In addition to improving the capacity and safety of the roadway, the new bridge and the improvements to the adjacent approaches will provide opportunities to improve the roadway travel width, provide break-down lanes, allow for safe bicycle and pedestrian travel, improve roadway drainage, provide access to water supplies for fire control and provide access to the river for recreational opportunities. The bridge will be aesthetically pleasing and environmentally sensitive, in keeping with the rural character of southwest NH.

# Dublin – NH 101

## *Vision Statement*

The social and economic vitality of the community will be enhanced by making Route 101 / Main Street safer and more welcoming to pedestrians, cyclists, and drivers.

Traffic will be reduced to a slow, steady, safe, and efficient flow by aesthetically pleasing visual and physical cues announcing a thickly settled historic village center. There will be safer access to and from Town facilities and for emergency services.

Pedestrian amenities and other improvements will encourage pedestrian use of the center.

Environmental issues (air, water, noise, and light) will be addressed by implementing pollution avoidance measures.

A better balance between local quality of life and regional mobility will be achieved.

# Meredith – US 3 / NH 25

## Vision Statement

Meredith's village and rural settings will be enhanced by the US 3 / NH 25 corridor, which will allow easy access to village destinations while moving traffic through in a slow, steady, safe, and efficient manner. Peak congestion in Meredith and the Region will be mitigated by managing pedestrian flow, educating the public about alternate traffic routes, and providing for various modes of transportation. People will feel comfortable walking or cycling on the corridor, which will promote the town's social life, recreational offerings, historic features, and economic vitality. Long term viability of the corridor and stewardship of the natural environment and cultural assets will remain a steadfast priority.

# Next Steps

- Next meeting: 9/2/2009?
- Homework
  - Review draft vision statement
  - Consider screening criteria

# Thank You

## Questions?