Winchester

NH 10 Bridge Replacement

Public Informational Meeting

November 9, 2009

New Hampshire DOT Department of Transportation

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
  - NH Department of Transportation
  - Southwest Regional Planning Commission
- Project Advisory Committee
  - Town of Winchester
  - Town of Swanzey
  - Westport residents
  - NH Department of Safety

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."

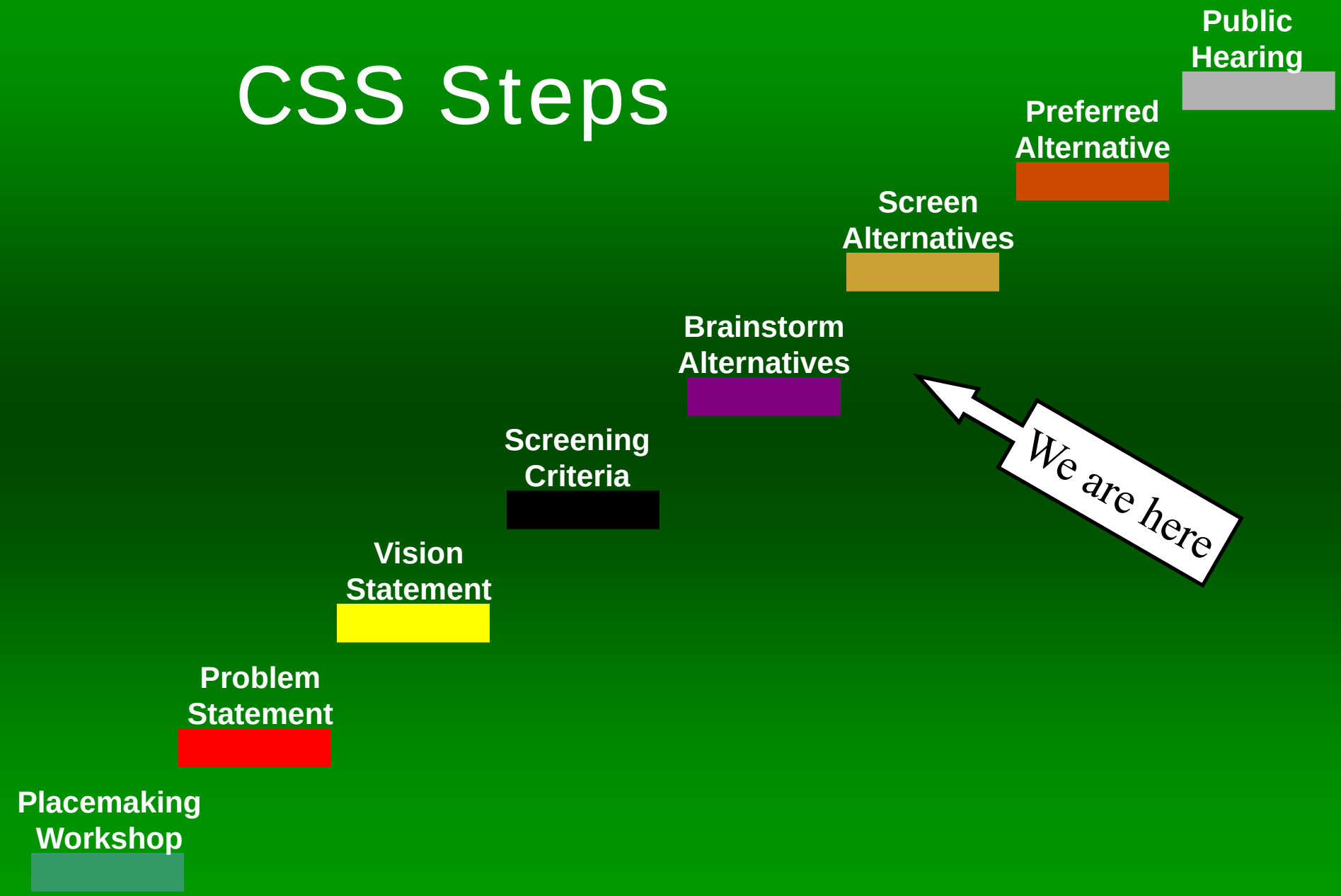
Context Sensitive Solutions (CSS)

- 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
We are here
Screening Criteria
Vision Statement
Problem Statement
Placemaking Workshop

Adopted
4/23/09

Problem Statement

Winchester - NH 10 Bridge Reconstruction

The Route 10 Bridge, built in 1935 over the Ashuelot River in the Town of Winchester, is reaching the end of its design life and in need of replacement, exhibiting significant concrete deterioration and steel corrosion. The bridge itself is **narrow and lacks adequate shoulders** for vehicle breakdowns, cycling and walking. There are no adequate detours for traffic movements in the immediate vicinity of the bridge during accidents or other events that debilitate the roadway. Westport Village Road is inadequate to serve as a detour due to its lack of shoulders, weight and height restrictions caused by the covered bridge and the roadway geometry through the village. To the south of the bridge there are significant **sight distance issues** on NH Route 10 and for vehicles attempting to exit **Westport Village Road** with excessive speed along NH Route 10 being a contributing factor. To the north, there is **frequent icing** during the winter months due to **heavy shading and poor drainage** in the area. The roadway is an important link for regional traffic to and from Keene for employment, goods, emergency and other services, as well as an **emergency evacuation route** for Vermont Yankee. Currently there is no access to the Ashuelot River for **fire control** purposes or for **recreation** in the vicinity of the bridge.

Vision Statement

Adopted 5/28/09

Winchester - NH 10 Bridge Reconstruction

NH Route 10 is a major north-south arterial road providing access to and from southwest NH and the region. The corridor in the vicinity of the Winchester-Swanzey town line will be enhanced by the construction of a new bridge with improvements to the adjacent approaches to the bridge including:

- Improvements to roadway travel width
- Capacity for turning movements to Westport Village Road
- Breakdown lanes
- Allowance for safe bicycle and pedestrian travel
- Improvements to roadway drainage
- Access to water supplies for fire control
- Access to the river for recreational opportunities

The bridge and its approaches will enhance safety, be aesthetically pleasing, and environmentally sensitive, in keeping with the rural character of southwest NH.

Screening Criteria

- Access
- Aesthetics
- Environment
- Implementation
- Mobility
- Safety
- Overall

⇒Available on project web site:

www.nh.gov/dot/projects/winchester12906/index.htm

Existing Conditions – Bridge

- Built in 1935
- 181’ long, 24’ wide
- 3 spans
- Poor condition – deterioration of steel and concrete

Existing Conditions - Highway

- 6,800 vehicles per day
- 50 mph speed limit
- Variable width shoulders
  - Wide shoulders and ROW to south (1959)
  - Narrow shoulders and ROW to north (1935)
- Poor sight distance from Westport Village Road

Preliminary Alternatives

- 9 options (thus far)

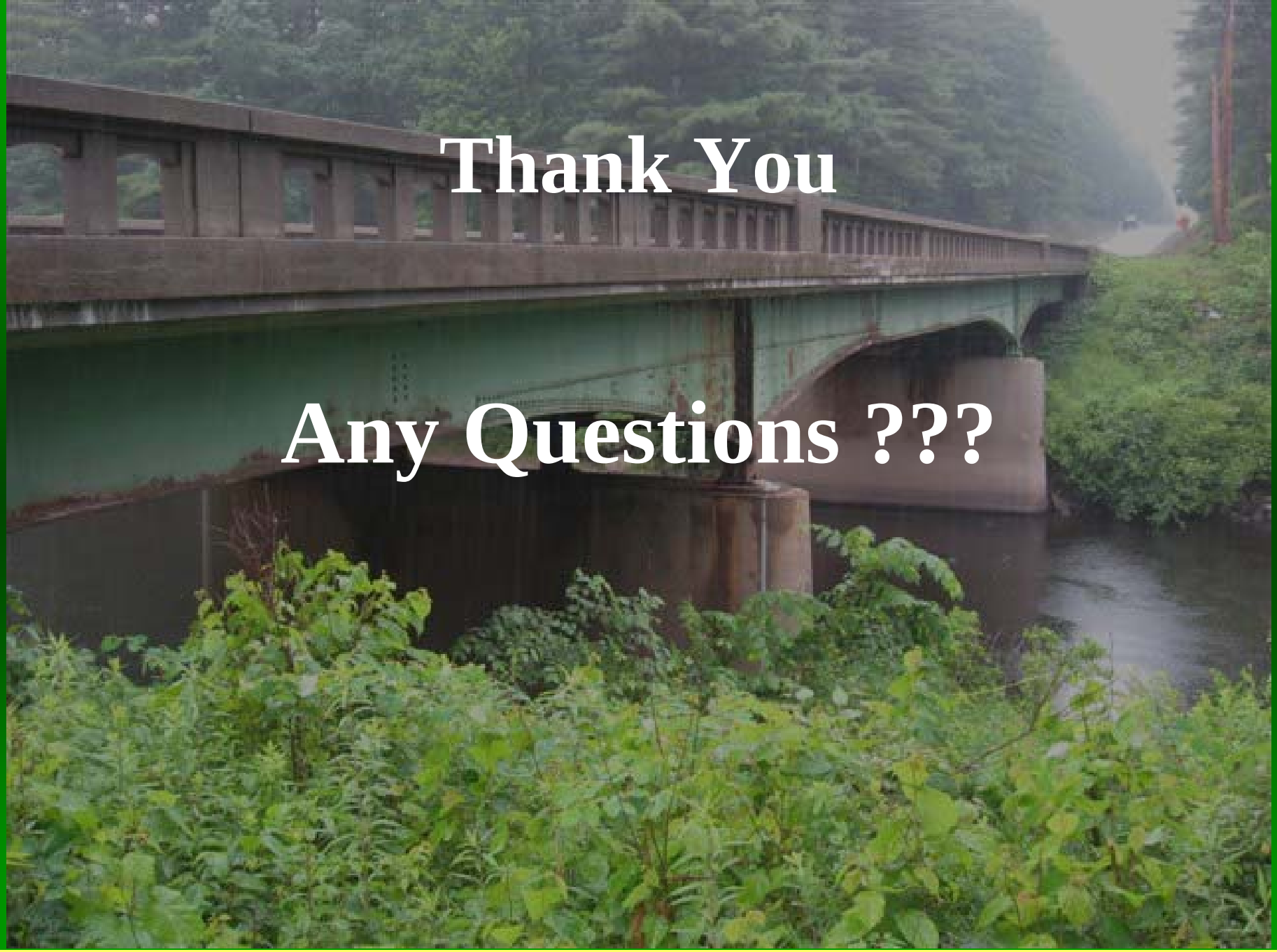
- Common elements
  - 12’ lanes, 10’ shoulders
  - 3 span bridge; move piers out of river
  - 100’ controlled access right of way

- Traffic Control During Construction
  - On-line bridge => need detour bridge
  - Off-line bridge => traffic stays on existing bridge

Project Costs and Schedule

- Estimate Construction Cost
  - Alternative 1: $4.9 million
  - Alternative 4: $7 million

- Schedule
  - PAC recommends preferred alternative – Winter 2009
  - Public hearing – Summer 2010
  - Construction begins Spring 2012
  - Construction complete Fall 2013


Thank You
Any Questions ???