

New Hampshire Program Comment, Post 1945 Bridge - List of Exempt Bridges

Final list, accepted by FHWA on August 25, 2014

Town	bridge #	facility	feature	year built	type	comment	source
Alexandria	160/109	Washburn Road	Patten Brook	1950	IB-W	In 2009, the NHDHR Determination of Eligibility Committee required that more information be submitted to determine eligibility, it was noted that it had features that warranted additional information	determination of eligibility 2009
Concord	160/188	NH Route 9	Soucook River	1936	CTB*	*Likely not included in the Program Comment because its function is more of a rigid frame than CTB. This and its sister CRF bridges (Loudon (054/065) and Franconia (134/085)) would not be included. Should its function remain a CTB, it would still remain exempt for its length, its arch design and decorative rail	NHDOT staff; J. Garvin
Dover	174/034	US Route 4	Bellamy River	1998	PIB	exempt due to its decorative features, 13 spans, and 350' length	NHDHR staff
Eaton	058/130	Potter Road	Snow Brook	1965	IB-S	earliest example of this type in state	NHDHR staff
Effingham-Freedom	110/190	NH Route 153	Ossipee River	1956	IB-C	Entered in American Institute of Steel Construction contest	NH Highways, April 1958
Epping	112/055	Mill Street	Lamprey River	2004	PBB	8 day construction bridge, won 2 awards from Precast/Prestressed Concrete Institute in 2005	<a href="http://www.fhwa.dot.gov/hfi/nhstory.pdf">http://www.fhwa.dot.gov/hfi/nhstory.pdf</a>
Errol	074/030	Seven Islands Bridge	Androscoggin River	1951	IB-W	A railroad bridge that has been repurposed as a pedestrian bridge. It is the longest example of its type, at 169'.	NHDOT staff
Fremont	087/057	Sandown Road	Exeter River	1950	PTB	Exempt because of its early construction date and the little known significance of pre-stressed t-beams. Possible construction date closer to 1970, however more information would be needed to determine its construction history.	NHDOT staff
Gilford	117/101	Henderson Road	Gunstock River	1960	PTB	exempt because of its early construction date and the little known significance of pre-stressed t-beams.	NHDOT staff
Hanover	026/056	NH Route 10	Connecticut River	1998	I-beam with concrete deck	exempt for its distinct decorative design	NHDHR staff
Harrisville	061/060	South Road	Minnewawa Brook	1950	PTB	Exempt because of its early construction date and the little known significance of pre-stressed t-beams. More information is needed to determine its construction history and exact construction date. An IB-C was added in 2013 spanning the PTB.	NHDOT staff
Hill	140/099	Bunker Hill Road	Needle Shop Brook	1960	PVS	exempt because of its early construction date and the little known significance of pre-stressed voided slabs.	NHDOT staff
Hopkinton	089/114	Route 127	Hopkinton-Everett Flood Control Spillway	1961	IB-C, welded steel girder	designed by Langley & Prowse, submitted for an American Institute of Steel Construction prize for most beautiful (along with Route 77 bridge over the Canal in Weare (159/178)).	NH Highways, October 1962
Jackson	153/066	Valley Cross Road	Wildcat Brook	1905, 1983	IB-W, with ornamental pin-connected Parker pony truss	Although its function is that of an I-beam with wooden deck, the ornamental Parker pony truss feature would make this bridge exempt	NHDOT staff, J. Garvin
Londonderry	140/120	Ash Street	I-93	1962	Steel Rigid Frame	First known example of an all welded steel rigid frame technology used along the interstate highway system or on a primary road system in the US. Designed by Robert Prowse. AISC Award winning.	NHHPD 2010
Loudon	147/125	Mackenzie Road	Academy Brook	1910, 1950	PVS	NHDOT staff believes the pre-stressed concrete was installed after 1967. More study would be needed to determine its history of construction, reconstruction, and maintenance	date assumption based off correspondence from Precast Structures, dated 1988
Merrimack	089/038	Thornton Road	Pennichuck Brook	2001	Inverset I-beam with concrete deck	Only known example in NH	NHDOT staff
North Stratford	029/206	Bridge Street	Connecticut River	1947	continuous deck plate girder	exempt for its girder design and 420' length. Langley received award on design in 1943	HAER

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Ossipee	137/297	NH Route 16 & 25	Bearcamp River	1955	5 span continuous I-beam stringer, w/ reinforced concrete slab deck	Determined eligible for the National Register of Historic Places, under C for its engineering significance behind stresses on pile bents, and rare construction type in NH	OSS0030 Determination of Eligibility, 3/26/2013
Ossipee	137/299	NH Route 16 & 25	Bearcamp River	1955	4 span continuous I-beam stringer, w/ reinforced concrete slab deck	Determined eligible for the National Register of Historic Places, under C for its engineering significance behind stresses on pile bents, and rare construction type in NH	OSS0031 Determination of Eligibility, 3/26/2013
Peterborough	075/063	Old Sharon Road	Contoocook River	1940, 1972	IB-BP	The 1940's date needs to be field checked. Exempt for its 120' bridge length (the next longest bridge of this type is 57'	NHDOT staff
Portsmouth	161/062	US Route 1	Sagamore Creek	2000	PSB	Only prestressed spread box in NH	NHDHR staff
Rollinsford	091/085	Rollins Road	B&M RR and Main St	2000	NEBT	uses carbon fiber-reinforced polymer grid for deck reinforcement, rather than reinforcing steel	NHDOT staff
Weare	159/178	NH Route 77	Canal 2 Choate Brook	1960	IB-C, welded steel girder	designed by Langley & Prowse, submitted for an American Institute of Steel Construction prize for most beautiful (along with Route 1277 bridge over the Spillway in Hopkinton (089/114)). This bridge retains its original rail and concrete parapet design.	NH Highways, October 1962
<p>Note: This list has been compiled by the NHDOT, NHDHR, FHWA, municipality and private citizen input. At any time bridges may be added or removed depending on future research and/or impacts.</p>							