CONSULT WITH US!

New Hampshire DOT

REPLACEMENT OF TWO HISTORIC BRIDGES ALONG ROUTE 16

As part of the proposed NHDOT 3.2-mile roadway improvement project (State # 14749), three bridges will be replaced. We want your input on the two bridges that are historic structures. These bridges, both constructed in 1955, are the Bearcamp River Bridge (NHDOT Bridge # 137/297) and the Bearcamp River Relief Bridge (NHDOT Bridge # 137/299). Both are eligible for listing on the National Register of Historic Places.

Section 106 of the National Historic Preservation Act (NHPA) requires that we encourage and consider public participation and ideas for projects that impact historic resources like these bridges. **Please consult with us!**

The Bearcamp Bridges on NH Route 16

WHY THE BRIDGES ARE HISTORIC

The Bearcamp River Bridge and Bearcamp Relief Bridge were constructed in 1955 and are I-beam bridges with a concrete deck. Both bridges are eligible for listing on the National Register of Historic Places for these reasons:

- Both are over 50 years old, a National Register requirement.
- Both were designed by Bridge Engineer Harold E. Langley and Assistant Bridge Engineer Robert J. Prowse, both of whom were prominent bridge engineers with the NH Highway Department (NHHD).
- Based on initial research, the bridges possess several distinctive engineering characteristics, including:
    - Stringers designed to function as simple beams under dead load and continuous beams under live loads;
    - Open-grid (grated) sidewalk and shoulder;
    - Steel angled railings.

This bridge design may have been the first of its type designed by the NHHD and may have played a role in the development of a specialized bridge type in NH. The design was practical and cost-effective, allowing the NHHD to minimize the size of the members and cost of materials (steel) while still being able to carry the required loading.

Bearcamp River Relief Bridge

HOW YOU CAN HELP

Of particular interest to this project is determining the type and form of mitigation that is required for the replacement of these historic bridges. When a project will replace a historic structure with a new structure, mitigation for the loss of that historic feature is necessary under the NHPA. This

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Robert J Prowse with Harold W. Langley (l) and John O. Morton (r), October 1950. (Prowse Monograph, 2009)

mitigation can be thought of as commemoration of the structure and the historic characteristics it embodies. Other communities have provided input that led the NHDOT (in partnership with the Federal Highway Administration) to create the following types of mitigation for other similar projects: educational brochure, website, or video; interpretive panels; and public exhibits.

By joining us in the process, you can help determine what type of mitigation would be most valuable to the Town of Ossipee and the region.

There are two ways you can participate in this process. Informally, you can contact a project representative to share your thoughts about the project and historic mitigation.

A more formal way to get involved is by becoming a **Consulting Party**. Being a consulting party means that you will be invited to project meetings that discuss historic resources. At these meetings, your input will be taken into account on all issues concerning historic resources.

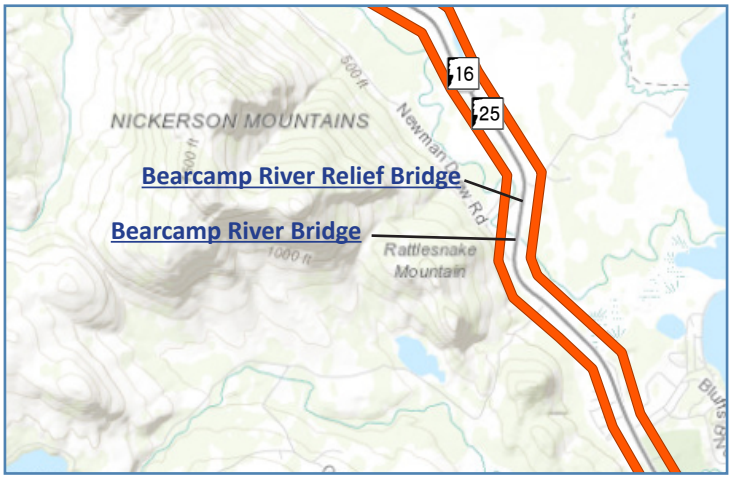
All input is valued and considered as the project moves forward.

BECOMING A **CONSULTING PARTY**

Individuals and organizations with a demonstrated interest in the project and historic resources may participate as consulting parties, including:

- Local governments
- Historical Societies
- Historical Commissions
- Property owners in the project area
- State Historic Preservation Officers
- Indian tribes

If you are interested in becoming a consulting party, please contact the project representatives listed below for more information.



Historic bridge replacement locations

The Federal Highway Administration will consider requests and decide who meets the criteria to become a consulting party. Consultation does not mandate a specific outcome. It is the process of seeking consensus about how the effects on historic properties should be handled.

Project Contacts for Historic Resource Concerns:

NHDOT Environmental Manager, Rebecca Martin (603) 271-3226. RMartin@dot.state.nh.us

NHDOT Project Manager, Victoria Chase (603) 271-2171. VChase@dot.state.nh.us