

Harrisville 42575 Chesham Road over Minnewawa Brook (056/058)

Harrisville Select Board Meeting

Nov. 20, 2025



11/19/2025



Harrisville 42575

Harrisville 42575 Project

Chesham Road Bridge over Minnewawa Brook

Introductions



Jason Tremblay, NHDOT
Bridge Design Project
Manager

Paul Lovely, NHDOT Bridge
Design Project Engineer



Julie Whitmore,
VHB, Project Manager

Taylor St. Peter-Gagnon,
VHB, Senior Engineer



OUR MISSION

Serving and connecting New Hampshire through transportation



OUR VISION

A safe, reliable, connected, and multimodal transportation system, effectively managed by a dedicated and skilled workforce



OUR VALUES

We are
LEADERS



who achieve results by applying knowledge, acting with integrity and demonstrating excellence and accountability.

We are
COLLABORATIVE



with our team members, partners, and customers in bringing responsible transportation solutions to and enhancing the quality of life in New Hampshire.

We are
ADAPTABLE



As a public workforce, anticipating and responding to evolving customer needs.

We are
CREDIBLE



—trusted by our communities and partners to maintain and enhance our transportation system with safety as our first priority.



CORE PRIORITIES

SAFETY



Strive to eliminate fatalities and serious injuries on public roads and in our workplaces through innovation, investment, education, and partnerships.

WORKFORCE DEVELOPMENT



Empower, develop, and sustain a mission-oriented workforce that is proud to build and sustain careers at NHDOT.

SYSTEM MANAGEMENT



Leverage data, strategic insight, and tactical thinking to manage assets and transportation systems, building resilience in all circumstances.

MOBILITY INNOVATION



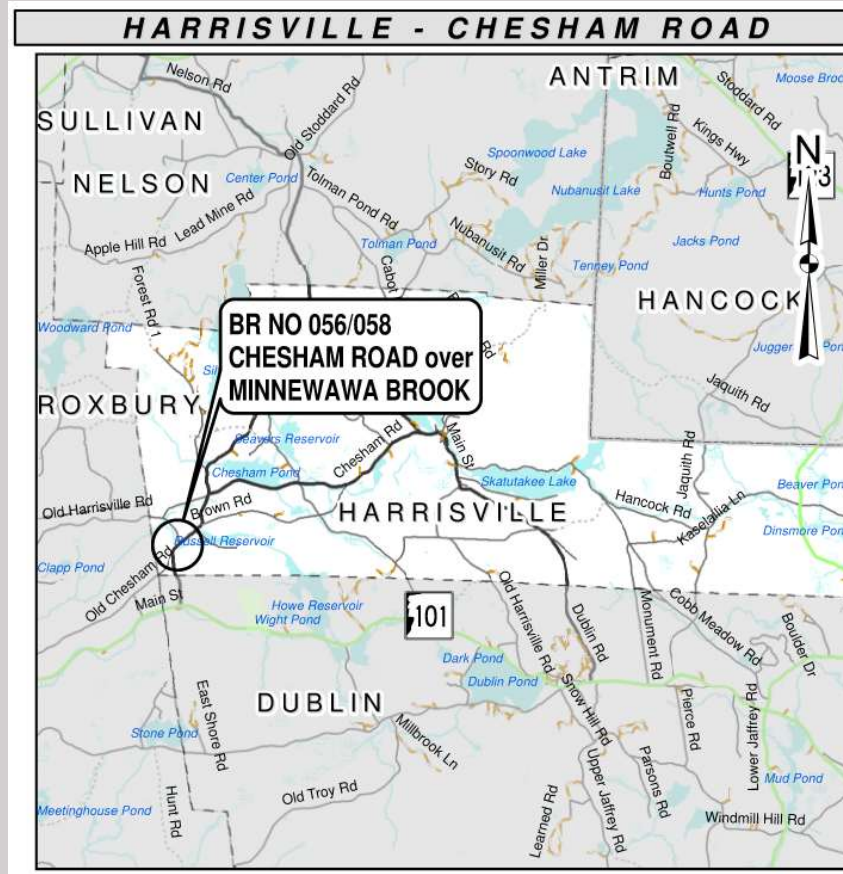
Support and encourage advanced technologies, operational enhancements, diverse transportation options, and provide information to support a connected multimodal system.

CUSTOMER SERVICE



Build trust and credibility by delivering clear, consistent, and accurate information, ensuring timely and well-informed responses.

Project Location, Harrisville Chesham Road Bridge over Minnewawa Brook



Project Location, Harrisville Chesham Road Bridge over Minnewawa Brook



Purpose and Need of the Harrisville 42575 Project Chesham Road Bridge over Minnewawa Brook

Purpose & Need

To address the structural deficiencies of State Red Listed Bridge (056/058) carrying Chesham Road over Minnewawa Brook in the Town of Harrisville.

Bridge is #47 on the 2024 State Bridge Red List due to a Poor (4) Deck / Superstructure Rating. Bridge has been on State Red List since 2002.



About Chesham Road (Tier 4)

Chesham Road Bridge over Minnewawa Brook

- Chesham Road currently carries approximately 1,549 AADT with 10% Trucks (future 2,292, 2042 AADT) and is defined as Rural, Minor Collector
- Two existing 11-foot Travel Lanes and 1-foot Shoulders on the Approach Roadway
- Residential Driveways in the Project Area and two Businesses close by (one north and one south) of the project area



About Chesham Road (Cont.)

Chesham Road Bridge over Minnewawa Brook

- Overhead Utilities on the Northwest Side of the Roadway in the vicinity of the bridge
- Existing ROW Width is approximately 50-foot wide for Chesham Road and 33-foot wide for Meadow Road



About the Bridge

Chesham Road Bridge over Minnewawa Brook

- Bridge built in 1939, with minor rehabilitation in 1984
- 90-foot-long three span Concrete Slab Bridge
- Individually Eligible for the National Register of Historic Places and may be contributing Resource to the Pottersville Historic District



About the Bridge (Cont.)

Chesham Road Bridge over Minnewawa Brook

- Bridge Deck and Superstructure rated as a 4 (Poor), and Substructure rated as a 6 (Satisfactory) per NHDOT Bridge Inspection Report dated November 4, 2024.
- Placed on State Red List in 2002 and currently rated #47.



About the Bridge (Cont.)

Chesham Road Bridge over Minnewawa Brook

- Existing Bridge Width is 24 feet Between Bridge Curbs, and 25 feet Face-of-Rail to Face-of-Rail
- Both Abutments are Spill through Abutments with Concrete Cap



Environmental Statement – NEPA

Chesham Road Bridge over Minnewawa Brook

As part of the **National Environmental Policy Act (NEPA)** and other state and federal regulations, NHDOT must investigate the potential impacts that our projects will have on the surrounding natural, cultural, and social environment.

Identifying key resources early in the project development process enables the Department to avoid or minimize impacts as the design proceeds.

Natural & Cultural Resources

Chesham Road Bridge over Minnewawa Brook

Natural Resources:

Minnewawa Brook and wetlands

Permits will be required for all Alternatives

Threatened / endangered species

Northern Long-eared Bat, Tricolored Bat

No impacts anticipated to threatened and endangered species

Cultural Resources:

Chesham Road Bridge (NR-eligible)

Pottersville Historic District (NR-listed)

Environmental Statement – Section 106 Chesham Road Bridge over Minnewawa Brook

Part of the environment review involves identifying historic resources. In accordance with **Section 106 of the National Historic Preservation Act**, the Department and Federal Highway Administration are reviewing the project area in consultation with the NH Division of Historical Resources (NHDHR) to determine if there are historic resources within the vicinity that would be impacted by the construction of the project.

Historic properties can include buildings and structures fifty years old or older, as well as archaeological sites. In addition to age, it also must be determined if a structure maintains enough integrity to be eligible for the National Register of Historic Places.

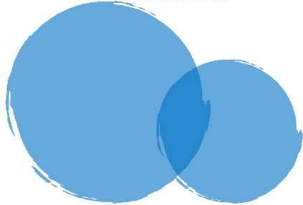
Environmental Statement – Section 106 Chesham Road Bridge over Minnewawa Brook

Regulatory Requirements

In the National Historic Preservation Act (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundations of the Nation as a living part of community life. Section 106 of the NHPA is crucial to that program, because it requires consideration of historic preservation in the multitude of Federal actions that take place nationwide and throughout New Hampshire.

Section 106 requires Federal agencies to consider the effects of their actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on Federal projects prior to implementation.

Consulting parties provide input throughout the Section 106 process, including the identification efforts and developing reasonable mitigation measures when adverse effects cannot be avoided.



For more information on becoming a consulting party or to request consulting party status on a project, please contact:

Jamie Sikora
NH Division
Environmental Program Manager
Federal Highway Administration
53 Pleasant Street, Suite 2200
Concord, NH 03301
Jamie.Sikora@dot.gov



Last updated, April 2025

Section 106
Consulting Party Process
in New Hampshire

The graphic features a central circular image of a steel arch bridge over a river, set against a blue background with decorative circles.



Please note that Section 106 of the National Historic Preservation Act offers those who possess a direct interest in historic resources, including town officials and Historic Societies, an opportunity to become more involved in an advisory role during project development as **“Consulting Parties.”**

Those interested would need to indicate so in writing to the Federal Highway Administration.

Environmental Statement – Section 106 Chesham Road Bridge over Minnewawa Brook



Avoid
Minimize
Mitigate

Consulting party status entitles the participant to share their views, receive and review pertinent information, offer ideas, and consider possible solutions together with FHWA and other consulting parties.

Review Process

To successfully complete Section 106 Review, Federal agencies must:

- Determine if Section 106 applies to the undertaking, and, if so, initiate the review;
- Identify the Area of Potential Effects and gather information to determine if there are historic or archaeological resources in the project area;
- Explore alternatives to avoid or reduce harm to historic resources;
- Determine how historic resources may be affected; and
- Reach an agreement with the SHPO/THPO on measures to mitigate adverse effects.

Most projects include one or more public informational meetings to inform the public and solicit input. Consulting Parties will also be informed if a project will be reviewed at one of NHDOT's Cultural Resource Agency Meetings, held the 2nd Thursday of each month.

Who Are "Consulting Parties"?

Certain parties are entitled to participate per the Section 106 regulations. FHWA must identify and invite to participate:

- Applicants
- State Historic Preservation Officer (SHPO)
- Tribal Historic Preservation Officer (THPO)
- Tribes
- Local Governments

Who Else?

Individuals or organizations with a demonstrated interest in the project, including a legal or economic interest, or who are concerned with the effects of the project on historic properties, may request to be consulting parties.

- Abutters
- Historical Society
- Heritage Commission

Public Participation

The New Hampshire Department of Transportation actively seeks comments through their public participation process.

Consultation does not mandate a specific outcome, rather it is the process of seeking consensus about how the effects on historic properties should be handled.

Interested persons or organizations may request **Consulting Party** status from FHWA:

Jamie Sikora
Environmental Program
Manager
Federal Highway Administration
NH Division Office
53 Pleasant Street, Suite 2200
Concord, NH 03301
Jamie.Sikora@fhwa.dot.gov

Project Development

Chesham Road Bridge over Minnewawa Brook

Preliminary Design Considerations:

- Hydraulics for Brook Crossing
 - NHDES Stream Crossing Rules, Tier 3 Stream crossing
 - Fully compliant span approximately 90' long
- Maintenance of Traffic
 - Phased – Longer Construction Period (Two Construction Seasons)
 - Closed – Detour 12.9 Miles Impact to area businesses (3 months)
- NEPA & Section 106 Compliance

Maintenance of Traffic

Alternative Traffic Control Options Considered

- Phased Construction:
 - Alt #2A, slight shift in alignment west. Build Phase 1 portion of the bridge while maintaining One-Lane of Alternating Two Way Traffic via Temporary Signals.
 - Building the Bridge half at a time with Phased Construction (2 Construction Seasons, April thru Oct)
- Bridge Closure and Detour:
 - Alt #1 and #2B, use existing centerline of the roadway
 - Detour uses State Roads where available.
 - Detour of 12.9 miles, 20 minutes
 - Anticipated Closure for Summer Months (non-school times, 3 months) only

Maintenance of Traffic, Detour Chesham Road Bridge over Minnewawa Brook



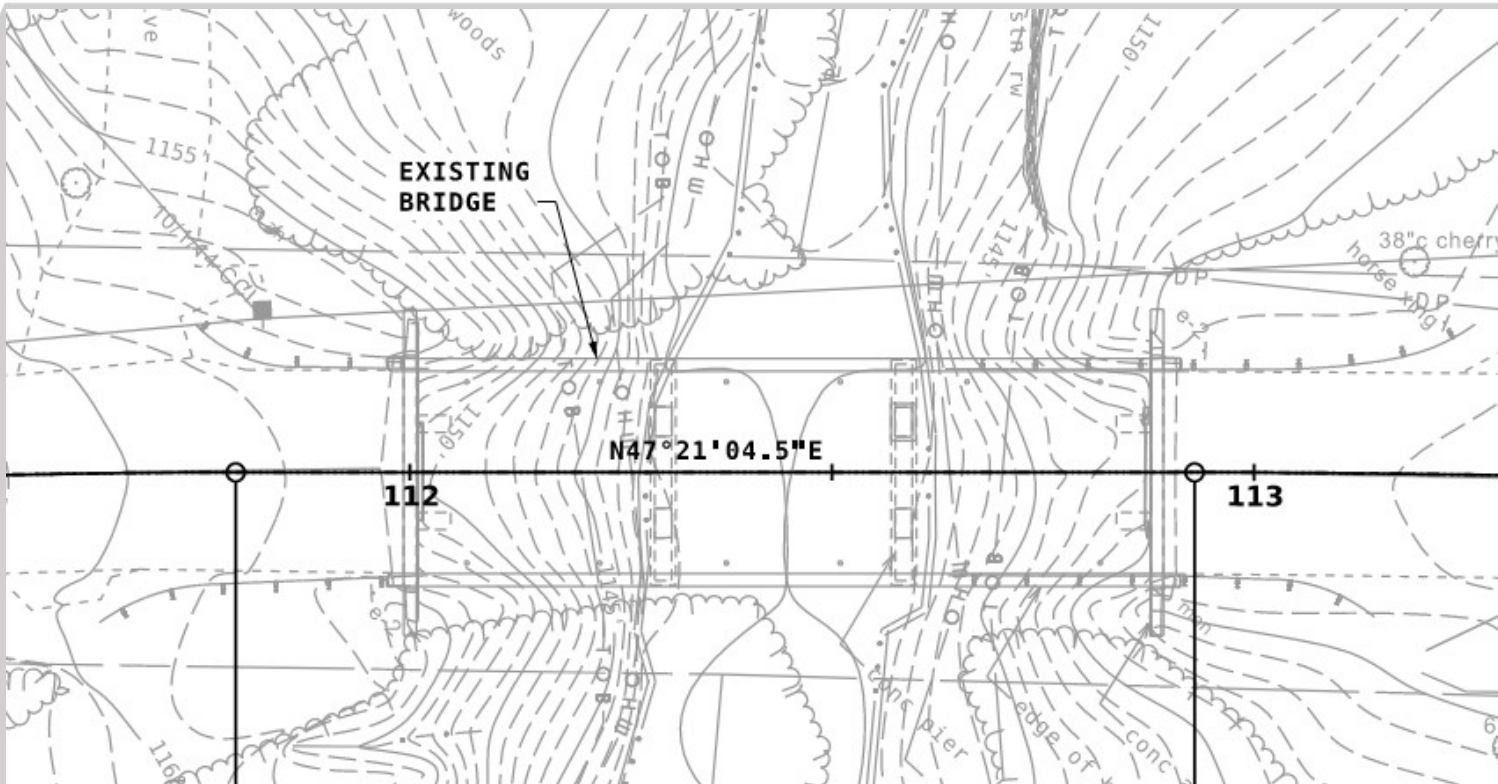
Alternatives to Address Red List Bridge Chesham Road Bridge over Minnewawa Brook

Alt.	Description	Bridge Cost (Rounded)	Approach Roadway	Const. CE	Const Cost
1	Superstructure Replacement with Precast Slabs	\$1,790,000	\$260,000	\$205,000	\$2,255,000
2A	Phased Bridge Replacement with Girders Span: 100 feet	\$2,880,000	\$480,000	\$336,000	\$3,696,000
2B	Online Bridge Replacement with PBUs Span: 100 feet	\$3,370,000	\$260,000	\$363,000	\$3,993,000
4	New Bridge Offline while Maintaining Existing Structure	\$2,890,000	\$980,000	\$387,000	\$4,257,000
5	Rehabilitate Existing Structure without affecting Historic Integrity	\$4,350,000	\$260,000	\$461,000	\$5,071,000

Alternatives to Address Red List Bridge Chesham Road Bridge over Minnewawa Brook

Alt.	Description	Const Cost	ROW Cost	Natural Resource Impacts	Cultural Resource Impacts	Traffic, Phased / Closed
1	Superstructure Replacement with Precast Slabs	\$2,255,000	Low	Low	High	Closed
2A	Phased Bridge Replacement with Girders Span: 100 feet	\$3,696,000	Medium	Medium	High	Phased
2B	Online Bridge Replacement with PBUs Span: 100 feet	\$3,993,000	Low	Medium	High	Closed
4	New Bridge Offline while Maintaining Existing Structure	\$4,257,000	High	High	High	Open
5	Rehabilitate Existing Structure without affecting Historic Integrity	\$5,071,000	Low	Low	Low	Closed

Alternative 1, Precast Slabs, Superstructure Replacement Chesham Road Bridge over Minnewawa Brook



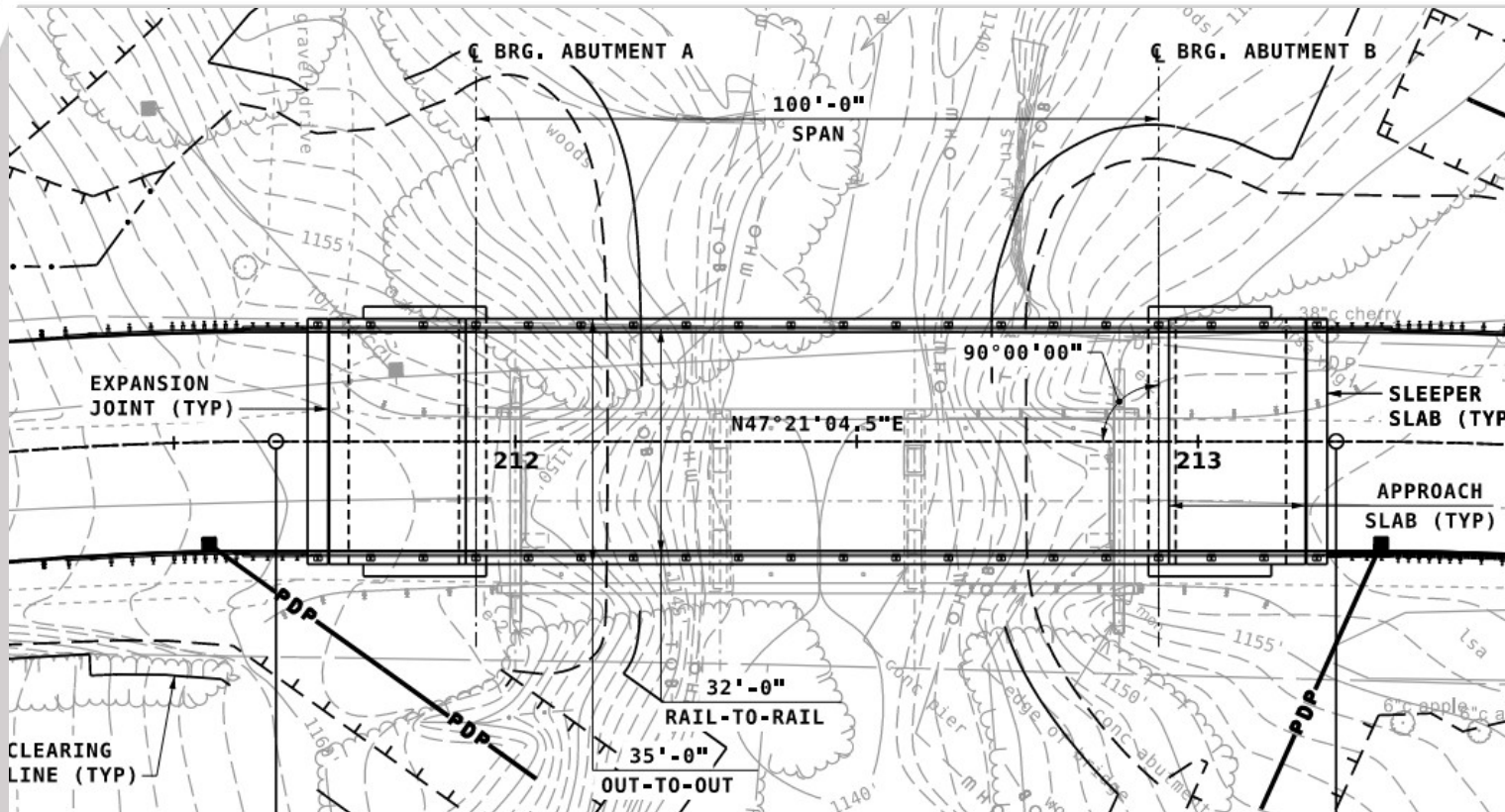
Replace existing
Cast-in-Place
concrete slabs with
Precast Concrete
Slabs

Rehab Abutments
and Piers as
required

Maintains 11-1.5
deck section

Lowest
Superstructure
Replacement Cost
(\$2,050,000)

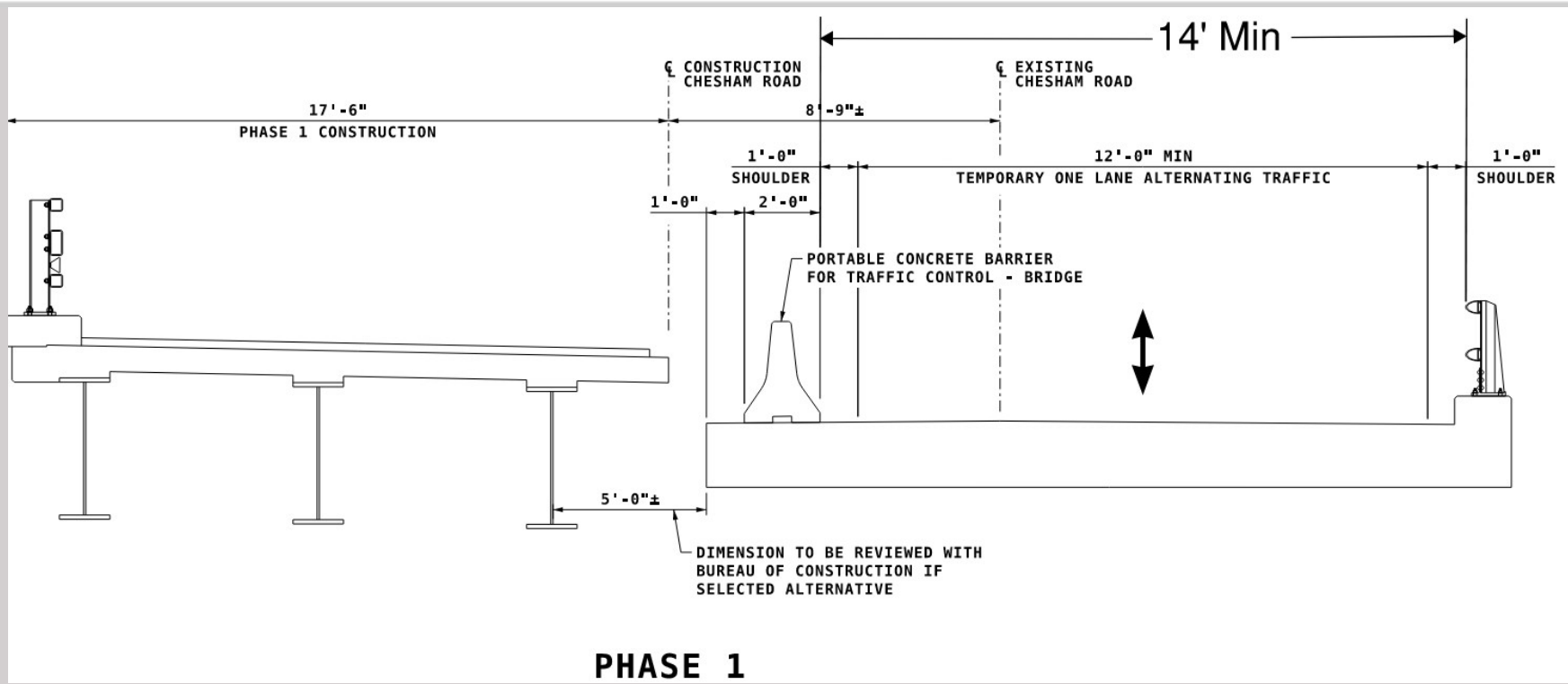
Alternative 2A, Phased Bridge Replacement Chesham Road Bridge over Minnewawa Brook



Bridge Replacement with Steel Girders and Concrete Deck

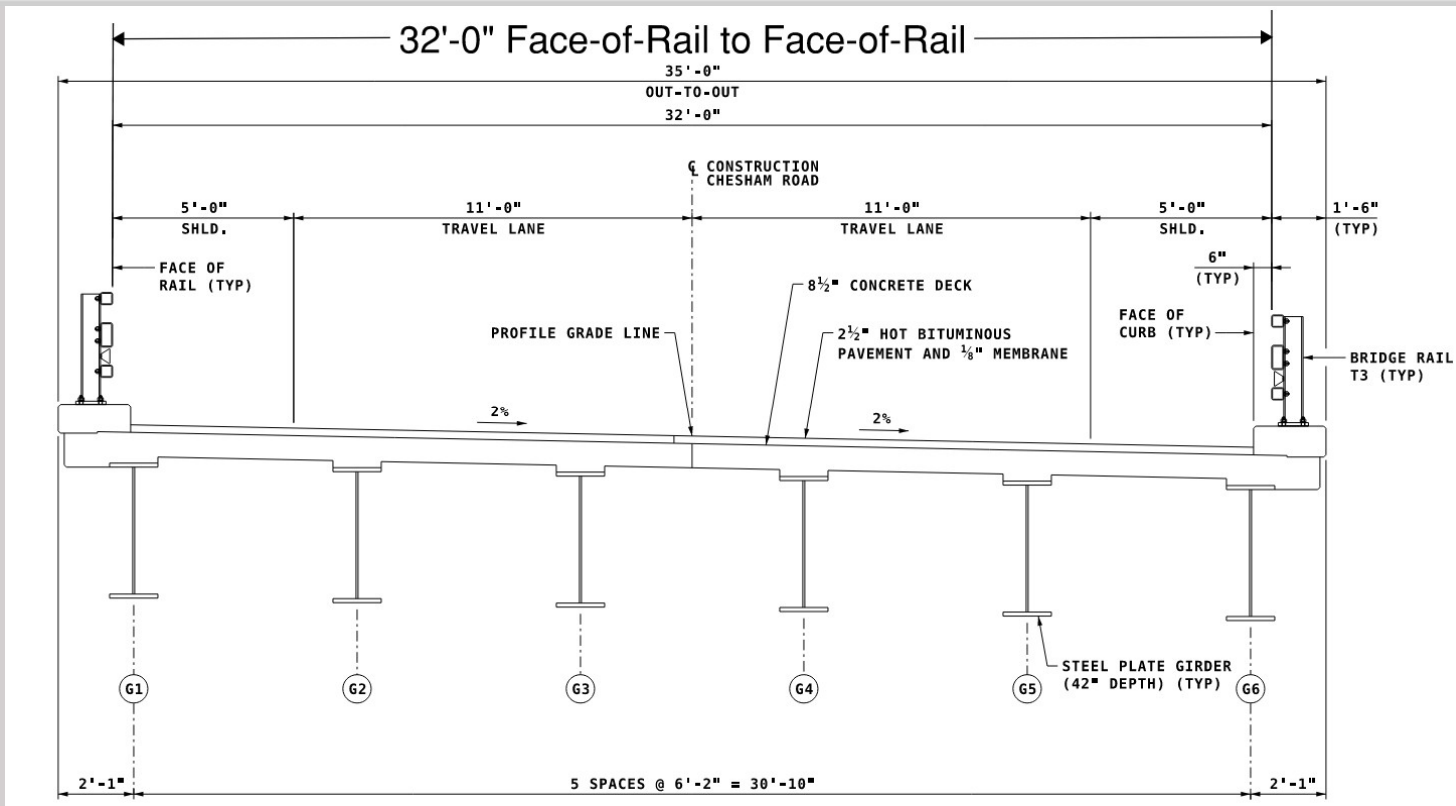
Lowest Bridge Replacement Construction Cost (\$3,360,000)

Alternative 2A, Phased Bridge Replacement Chesham Road Bridge over Minnewawa Brook



14' Minimum Lane Width during Construction

Alternative 2A, Phased Bridge Replacement Chesham Road Bridge over Minnewawa Brook



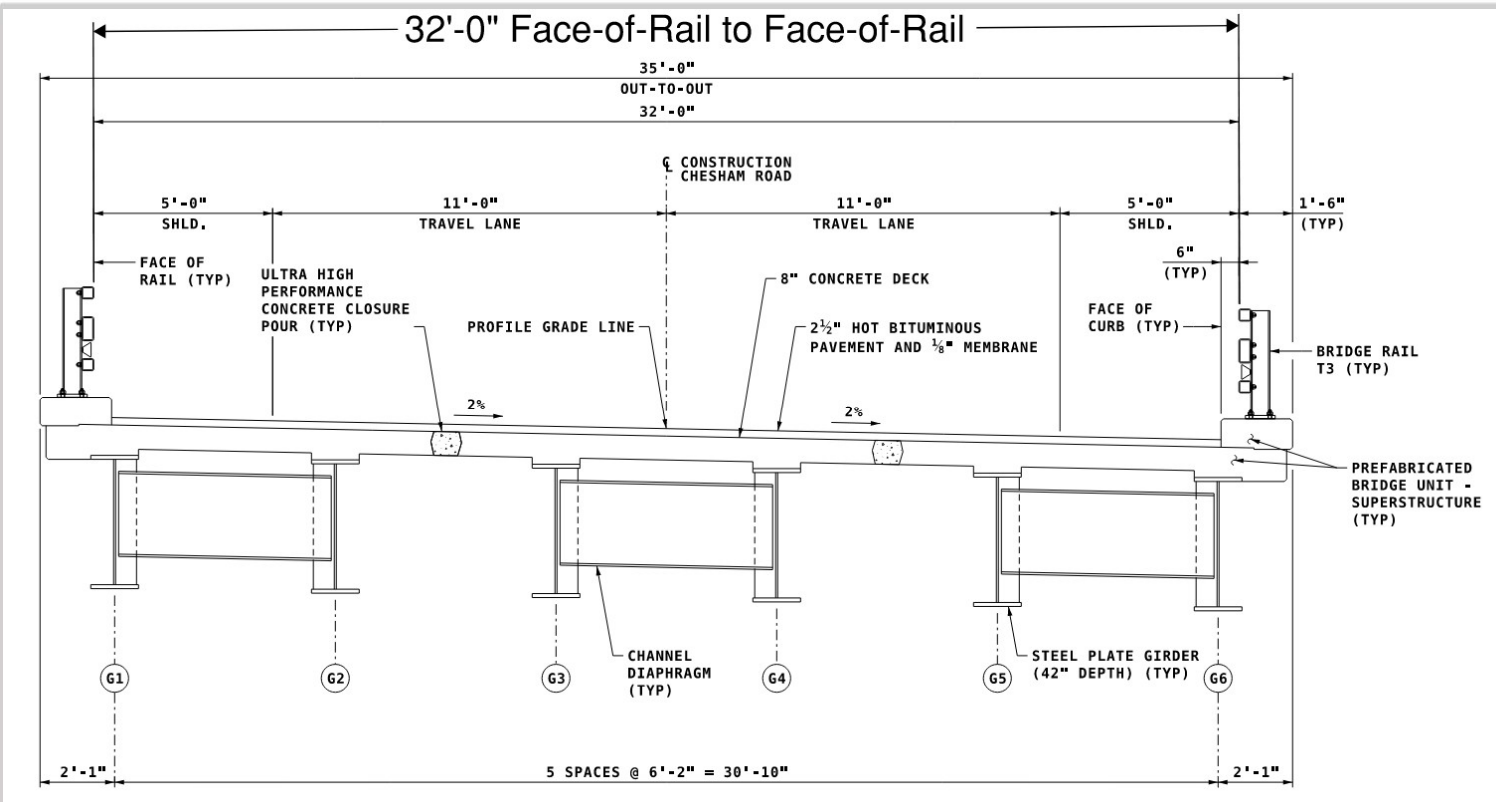
TYPICAL DECK SECTION

Phased
Construction

New bridge, 120-
year service life
expected

32-foot bridge
width (11-5
typical)

Alternative 2B, Online Bridge Replacement Chesham Road Bridge over Minnewawa Brook



Online
Construction

New bridge, 120-
year service life
expected

32-foot bridge
width (11-5
typical)

TYPICAL DECK SECTION

Your Input is Needed

Chesham Road Bridge over Minnewawa Brook

- Emergency response routes
- Mutual aid adjacent towns
- School schedule & bus routes
- Cultural and natural resources
- Special town events
- Seasonal concerns with construction
- Business concerns
- Bicycle and pedestrian concerns
- Other questions / concerns

Comments and Questions

Chesham Road Bridge over Minnewawa Brook



Thank you

Chesham Road Bridge over Minnewawa Brook

For Questions & Comments Contact:

Jason A. Tremblay, P.E.

NHDOT Project Manager

Jason.A.Tremblay@dot.nh.gov

603.271.2731

Project Website

<https://www.dot.nh.gov/projects-plans-and-programs/project-center/Harrisville-42575>