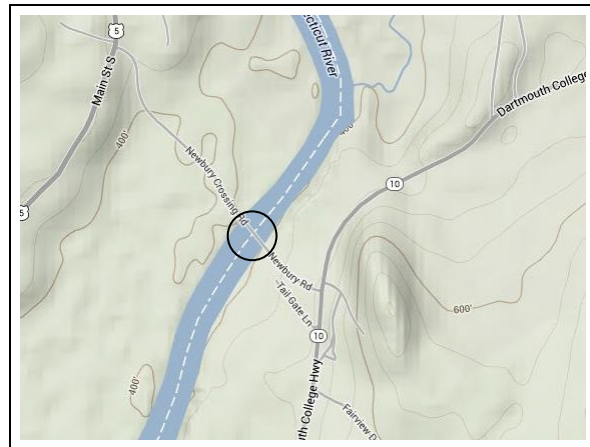


**CONNECTICUT RIVER BRIDGE
016 HAVERHILL – NEWBURY**

NH Bridge ID: Haverhill 099/149

CARRYING: Newbury Road
PRESENT NAME: Newbury Road Bridge
DATE BUILT: 1971
LAT/LONG: 44.065973,-72.051301



CROSSING CHRONOLOGY

- 1763 Ferry established at or near this location
- 1796 First toll bridge built
- 1798 Second bridge
- c.1809 Third bridge
- 1834 Fourth bridge (double-drive, covered)
- 1907 Freed of toll
- 1913 Fifth bridge (steel Pratt truss, two spans)
- 1971 Sixth bridge, three-span steel deck girder



FIGURE 1: Newbury Bridge, built 1971 (Photo by Jerry Zoller, NHDOT).

CROSSING HISTORY

Ferry crossing: Richard Chamberlin is said to have established a ferry at or near this location in 1763, with the New Hampshire landing on the Dow family land, later known as the Keyes estate.

First, second & third bridges: The first bridge on this site was a toll bridge constructed in 1796, replaced in 1798 and again in 1809. These structures were undoubtedly wood trestle structures.

Fourth Bridge: In 1834 the Haverhill Bridge Company paid Moody Bedell \$10,000 to erect a covered wood truss toll bridge of a unique two-lane design. It is regarded as the only two-lane covered bridge ever built crossing the Connecticut with a third truss down the center dividing the roadway into lanes. It was two-span and measured 340 feet in length overall, and was perhaps the first example built in New Hampshire of the Long truss patented by Stephen Long in 1830.

From 1796 until 1906 the bridges remained privately owned toll bridges under the original charter. In 1906, landowner Henry Keyes (later governor) bought out the stock of the bridge corporation and closed the span, declaring it unsafe. Keyes donated the bridge to the towns of Haverhill and Newbury on condition that they repair it and open it as a free crossing.

Fifth Bridge: A flood in 1913 inflicted severe damage on the bridge; it was taken down and replaced in the same year with a Pratt truss steel bridge with two spans, supported on abutments and pier of concrete. United Construction Company built the bridge, with John W. Storrs acting as consulting engineer. The bridge served well until 1958, when extensive repair was necessary. By 1968 deterioration had again advanced so far that it was decided to close the bridge.

Sixth Bridge: The present bridge was completed in 1971, a three-span structure consisting of reinforced concrete slab carried on continuous steel plate girders of variable depth supported by concrete piers. McFarland-Johnson of Binghamton, New York, acted as engineer, with Warner Brothers, Inc., of Sunderland, Massachusetts, as contractor.



FIGURE 2: Newbury Bridge (1971) showing variable depth girders (Photo by Jerry Zoller, NHDOT).



FIGURE 3: New Hampshire approach to 1913 truss bridge in 1942 (NHDOT 1942).



FIGURE 4: Construction of Newbury Bridge in 1970. Note parts of demolished truss in the foreground (NHDOT 1970).

BIBLIOGRAPHY

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New Hampshire DOT Bridge Inventory. Bridge No. Haverhill 219/178, 1942, revised 1970. Filed at NHDOT, Concord.