

## Appendix I – Section 106 Materials



**NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES**

State of New Hampshire, Department of Natural and Cultural Resources 603-271-3483  
19 Pillsbury Street, Concord, NH 03301-3570 603-271-3558  
TDD Access Relay NH 1-800-735-2964 FAX 603-271-3433  
[www.nh.gov/nhdhr](http://www.nh.gov/nhdhr) [preservation@dncr.nh.gov](mailto:preservation@dncr.nh.gov)

Dec. 13, 2018

Jillian Edelmann  
Bureau of Environment  
NH Department of Transportation  
Hazen Drive  
Concord NH 03302-0483

Re: DOT/FHWA NHS-IS-0271(037) 11238S RPR 7241

Dear Jill:

Thank you for submitting a Project Area Form for the project listed above. As requested, the Division of Historical Resources' Determination of Eligibility Committee has reviewed the *Project Area Form* prepared by VHB; based on the information available, the DHR's comments are:

TOWN/CITY	PROJECT AREA	DETERMINATION
Spaulding	Turnpike [GSB] Project Area Form	Not Evaluated for Eligibility

This Project Area Form is an update to one completed for the Spaulding Turnpike Project in 2005. In 2005 the project included rehabilitation of the 1934 General Sullivan Bridge. This project area form update explains that the Section 106 process has been re-opened to address current conditions of the bridge and accommodate current alternatives analysis. The form is well done, laying out a clear methodology related to current APE, changes in the area since 2005, and cultural resources as of 2018. The form provides updates to the historical background in the area, noting that later periods reinforced trends already in place. The form provides a concise architectural description section, using example properties to support overall descriptions of property types. The form also lays out the survey work completed prior to and around 2005 in support of earlier project consultation, as well as which properties currently warrant survey based on integrity. The form also provides supporting information as to why previously surveyed properties determined Not Eligible in 2005 don't warrant updates per the 10-year survey policy - loss of integrity is still relevant. Recommendations are supported by photographs and narrative, which are easily cross-referenced between the text, tables, graphics, and photos.

Topics of note:

- An update to the Individual Inventory Form for the General Sullivan Bridge was completed in August 2018.
- Concur with DOE committee (2005) and current PAF recommendation for individual inventory for the Axel Johnson Conference Center.
- Concur with recommendation for individual inventory for 137 Beane Lane.



- Concur with recommendation for continuation sheet update to the 2005 Hilton Park inventory noting the current loss of integrity to the park pavilion.
- Note change of addresses for NWN0162 and NWN0163 due to road shifts resulting from the constructed phases of the project.

Please contact me at 271-6438 or [Laura.Black@DNCR.NH.Gov](mailto:Laura.Black@DNCR.NH.Gov) if you have questions.

Sincerely,

Laura S. Black  
Preservation Compliance Specialist and Easement Program Coordinator

Enclosure

cc: Elizabeth Muzzey / State Historic Preservation Officer  
Jamison Sikora, FHWA  
Nicole Benjamin-Ma, VHB





Determination of Eligibility (DOE)

Inventory #: DOV0158

DOE Review Date: 1/27/2006

Date Received: 9/26/2018

Final DOE Approved

MLC

Property Name: General Sullivan Bridge

Area: Newington-Dover Project Area (ND)

Address: Spaulding Turnpike over Little Bay

Town: Dover

County: Strafford

Reviewed For: R&C

DOE Program(s):  
Federal Highway, NH Dept. of Transportatio

DETERMINATION OF ELIGIBILITY

National Register eligible, individu  
State Register eligible, individually

Integrity: Yes

Level: National

Criteria: A: Yes B: C: Yes  
D: E:

STATEMENT OF SIGNIFICANCE:

10/10/2018: Inventory form was updated to include a discussion on the bridge's integrity since it was first evaluated in 2006 as well as a comparative analysis of remaining bridges of similar design and engineering firm. The bridge remains eligible for listing in the National Register of Historic Places on a national level for its history and engineering significance. The DHR disagrees with the proposed boundary which should include the entire resource (counting the modern elements as not historic).

AREAS OF SIGNIFICANCE(S)

Engineering  
Transportation

Period of Significance: 1934  
to 1968

Period not applicable

Boundary: footprint of bridge, abutments and approaches

Follow Up:  
Notify appropriate parties.

Comments:



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources  
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52391.01  
GSB

May 14,, 2019

Jillian Edelmann  
Bureau of Environment  
NH Department of Transportation  
Hazen Drive  
Concord NH 03302-0483

Re: DOT 11238S, RPR 7241

Dear Jill:

Thank you for requesting a determination of National Register eligibility for the property listed below. As requested, the Division of Historical Resources' Determination of Eligibility Committee has reviewed the DHR individual Inventory Form prepared by Vanesse Hangen Brustlin; based on the information available, the DOE Committee's evaluation of National Register eligibility is:

TOWN/CITY	PROPERTY	DETERMINATION
Dover	Hilton Park Roadside Safety Rest Area, Spaulding Turnpike/Hilton Park, DOV0150	Not Eligible

A copy of the DHR evaluation form is attached for your use. The inventory data and the evaluation will also be added to the statewide survey database for historic properties in New Hampshire.

Please contact Megan Rupnik at 271-6435 or Megan.Rupnik@DNCR.NH.gov if you have questions.

Sincerely,

Christina St.Louis  
Program Specialist

Enclosure

cc: Elizabeth Muzzey / State Historic Preservation Officer  
Vanesse Hangen Brustlin, Inc.



New Hampshire Division of Historical Resources  
**Determination of Eligibility (DOE)**

**Inventory #: DOV0150**

DOE Review Date: 5/8/2019

Date Received: 5/1/2019

Final DOE Approved: Yes

MR

**Property Name: Hilton Park Roadside Safety Rest Area**

Area: Newington-Dover Project Area (ND)

Address: Spaulding Turnpike / Hilton Park

Town: Dover

County: Strafford

RECEIVED

MAY 16 2019

Reviewed For: R&C

DOE Program(s):  
 Federal Highway, NH Dept. of Transportation

VHB

**Determination of Eligibility:**

Not eligible for NR		Integrity:		Level:	
Criteria:	A:	B:	C:	D:	E:

Areas of Significance(s):

Period of Significance:

**Boundary:**

5-8-19 Survey boundary for pavilion was footprint and immediate environs.

**Statement of Significance:**

5-8-19: At the time the inventory form for the Hilton Park area was completed in 2005, an individual form for the pavilion was recommended if/when needed to determine individual eligibility. This update/addendum to the park form was completed to evaluate the pavilion itself, which was determined not eligible for listing in the NR individually due to subsequent loss of integrity.

**Comments:**

**Follow Up:**

Notify appropriate parties



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources  
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July 1, 2019

Jillian Edelmann  
 Bureau of Environment  
 NH Department of Transportation  
 Hazen Drive  
 Concord NH 03302-0483

Re: DOT 11238S, RPR 7241

Dear Jill:

Thank you for requesting a determination of National Register eligibility for the property listed below. As requested, the Division of Historical Resources' Determination of Eligibility Committee has reviewed the *DHR individual Inventory Form* prepared by Vanesse Hangen Brustlin; based on the information available, the DOE Committee's evaluation of National Register eligibility is:

TOWN/CITY	PROPERTY	DETERMINATION
Newington	Margeson Cottage, 137 Beane Lane, NWN0246	Not Eligible

A copy of the DHR evaluation form is attached for your use. The inventory data and the evaluation will also be added to the statewide survey database for historic properties in New Hampshire.

Please contact Megan Rupnik at 271-6435 or [Megan.Rupnik@DNCR.NH.gov](mailto:Megan.Rupnik@DNCR.NH.gov) if you have questions.

Sincerely,

Marika Labash  
 R&C Program Specialist

Enclosure

cc: Elizabeth Muzzey / State Historic Preservation Officer  
 Vanesse Hangen Brustlin, Inc.



New Hampshire Division of Historical Resources  
**Determination of Eligibility (DOE)**

**Inventory #: NWN0246**

DOE Review Date: 6/26/2019    Date Received: 6/20/2019    Final DOE Approved: Yes  
*MR*

**Property Name: Margeson Cottage**

Area:  
 Address: 137 Beane Lane  
 Town: Newington  
 County: Rockingham

Reviewed For: R&C

DOE Program(s):  
 DOT Department of Transportation

**Determination of Eligibility:**

Not eligible for NR	Integrity: Partial	Level:
Criteria:      A: No      B: No      C: No      D:      E:		

Areas of Significance(s):

Period of Significance:

**Boundary:**

parcel map 6, parcels 06/08

**Statement of Significance:**

The Margeson Cottage was originally constructed c 1939 as a summer residence. It was added to between c. 1976-1978 by the prominent Colonial Revival architectural firm of Royal Barry Wills Associates. These additions are less than fifty years old and have altered the original integrity of the house. The house is not eligible for listing in the National Register of Historic Places due to a loss of integrity. However, once the additions become 50 years or older, reassessment may be warranted.

**Comments:**

**Follow Up:**

Notify appropriate parties

**NH Division of Historical Resources  
 Determination of Eligibility (DOE)**

Date received: 9-17-19    Inventory #: NWN-BLPT

Date of group review: 9-25-19    Area: Bloody Point Area

DHR staff: Laura Black

Property Name: Bloody Point Area    Town/City: Newington

Address: Shattuck Way btwn Trickey's Cove and    County: Rockingham  
 Piscataqua River

Reviewed for: R&C PTI NR SR Survey Other  
 Agency, if appropriate: FHWA/DOT

Individual Properties		Districts	
NR	SR	NR	SR
<input checked="" type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility	<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible	<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district	<input checked="" type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district	<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation
<input type="checkbox"/>	<input type="checkbox"/> Not eligible		
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation		

Integrity:  ALL ASPECTS Location Design Setting Materials  
Workmanship Feeling Association

Criteria: A. Event B. Person C. Architecture/Engineering  
D. Archaeology E. Exception

Level: Local State National  
 IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

**STATEMENT OF SIGNIFICANCE:**

This area is a local historic district associated with the themes of transportation and economic development in Bloody Point. This form was prepared to assess whether the area meets the criteria to be eligible for listing in the National Register.

The form provides a good historical overview laying out the economic, transportation, residential, etc. trends in the Bloody Point area, linking this local area to broad changes in the Town of Newington and regional connections. The architectural description discusses changes that have happened to the layout, roadways, and landscape of the area as well as noting buildings and above-ground features. The area currently has 7 extant above-ground features on the landscape: 2 commemorative markers (mid-20<sup>th</sup> c, modern), 2 potential site locations of historic activity/resource (ferry landing and wrecked schooner), 2 transportation features (altered approach to GSB, modern overpass), and the NR-listed Newington Depot.

The consultant recommends that the area is not eligible for listing in the National Register due to loss of integrity. See p.19-20 for detailed discussion of consultant's assessment. The DOE Committee concurred with the determination.

ENTERED INTO DATABASE  
 ACREAGE: 16.5  
 PERIOD OF SIGNIFICANCE: N/A  
 AREA OF SIGNIFICANCE: N/A  
 BOUNDARY: surveyed area based on local Bloody Point Historic District boundary  
 SURVEYOR: Nicole Benjamin-Ma and Hannah Beato; VHB  
**FOLLOW-UP:** Notify appropriate parties.

Final DOE approved by: *MR*





Victoria F. Sheehan  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



RECEIVED  
JAN 02 2020  
BUREAU OF ENVIRONMENTAL SERVICES  
JAN 03 2020  
NH DEPARTMENT OF TRANSPORTATION  
William Cass, P.E.  
Assistant Commissioner

Newington-Dover  
NHS-02719(037)  
11238S  
RPR 7241

**Adverse Effect Memo**

Pursuant to meetings and discussions on December 10, 2015; August 11, 2016; December 14, 2017; April 12, July 12, and September 13, 2018; and February 12, June 13, July 11, August 8, and October 10, 2019 and for the purpose of compliance with regulations of the National Historic Preservation Act, as amended, and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of the Federal Highway Administration (FHWA) and the NH Division of Historical Resources (NHDHR) have coordinated the identification and evaluation of historic and archeological properties with plans to replace the General Sullivan Bridge superstructure in Dover and Newington, New Hampshire.

FHWA is the lead federal agency for this consultation. FHWA must approve the replacement of the General Sullivan Bridge superstructure under the National Environmental Policy Act and Section 4(f) of the US Department of Transportation Act. Additionally, FHWA funds may be applied to the construction of the proposed project.

**Project Description:**

The General Sullivan Bridge was determined eligible for the National Register of Historic Places (National Register) in 1988 when representatives from FHWA, NHDHR and the New Hampshire Department of Transportation (NHDOT) completed a thematic review of continuous steel truss bridges. This finding was later reinforced on an NHDHR Determination of Eligibility sheet dated January 25, 2006, that was completed for the Newington-Dover 11238 project. This project determined that there would be an adverse effect to the General Sullivan Bridge, documented in an adverse effect memo dated February 9, 2006, due to the removal of the north embankment approach and rebuilding the north abutment to allow the reconfiguration of the connector road under the Little Bay Bridges. In the Section 106 Memorandum of Agreement signed for the 11238 project, "the NHDOT agreed to rehabilitate the bridge for utilization by pedestrians and bicyclist and for its continued use for fishing," therefore resulting in a net benefit for the historic bridge. However, since the MOA was signed in 2008, inspections of the bridge conducted in 2010, 2014, and 2016 resulted in a re-evaluation of the feasibility and costs associated with the rehabilitation of the General Sullivan Bridge. Through the preparation of a Type, Span, and Location (TS&L) Study completed in 2017 and a limited-scope Supplemental EIS evaluation that is in process, NHDOT evaluated several potential alternatives to provide recreational access and connectivity between Dover and Newington over the Little Bay (Newington-Dover 11238S).

The Preferred Alternative for the 11238S Contract has been determined to be Alternative 9: Superstructure Replacement - Girder Option, which involves the complete removal and replacement of the General Sullivan Bridge superstructure. Under Alternative 9, the superstructure would be replaced with a steel girder superstructure with a structural steel frame extending from the bottom of the girders to the top of the existing piers. This alternative follows the existing General Sullivan Bridge alignment, thereby allowing the reuse of the existing repointed stone masonry piers and approaches without requiring significant modifications.

The Preferred Alternative would have a 16-foot wide multiuse path, would comply with the ADA for accessibility, and would have fencing along both sides of the new bridge deck. The new path would be 22.5 feet from the Little Bay Bridge, approximately 7.4 feet further from the Little Bay Bridge than the existing General Sullivan Bridge (at 15.1 feet).

**Identification:**

**Above-Ground Resources**

In December 2015, a Request for Project Review (RPR) was submitted to NHDHR for the Newington-Dover 11238S project. A Project Area Form was completed in November 2018 for the approximately 275-acre Area of Potential Effects (APE).<sup>1</sup> The APE accounted for potential impacts across a range of alternatives including possible modifications to the approaches to the General Sullivan Bridge crossing as well as the structure itself, and project components such as a temporary detour route for bicycles and pedestrians and construction staging. The visibility and setting of the General Sullivan Bridge factored into the APE for the project as well. The result is an irregularly-shaped APE, beginning approximately 600 feet north of the bridge crossing on Dover Point, and extending up to 1,500 feet west, 700 feet east, and 1,200 feet south of the crossing. Field surveys were conducted intermittently between August and December of 2018.

Multiple alternatives and elements of the proposed project were evaluated and narrowed down by the spring of 2019, when inventory forms were completed for the following properties within the APE:

- Hilton Park (DOV0150) - determined not eligible (inventory form update)
- General Sullivan Bridge (DOV0158) - determined eligible (inventory form update)
- 137 Beane Lane (NWN0246) - determined not eligible
- Bloody Point Area (NWN-BLPT) - determined not eligible

It is noted that the following properties within the APE were inventoried and evaluated during the initial Section 106 consultation process, which concluded in 2008:

- Ida M. Dame House/Linwood Lodge (DOV0090) - determined not eligible
- John E. Pinkham House (DOV0091) - determined not eligible
- 435 Dover Point Road (DOV0092) - determined not eligible
- Hilton Park (DOV0150) - determined not eligible

<sup>1</sup> The November 2018 Project Area Form provides an update to the original form finalized in November 2005 by Kari Laprey of Preservation Company, as part of the Section 106 evaluation and environmental planning process for the proposed Spaulding Turnpike Project in Newington and Dover, NH (Newington-Dover 11238).



- Ira F. Pinkham House/Wentworth Summer Residence (DOV0093) - determined eligible
- General Sullivan Bridge (DOV0158) - determined eligible
- 516 Shattuck Way (NWN0162) - determined not eligible
- 518 Shattuck Way (NWN0163) - determined not eligible
- Newington Railroad Depot and Toll House (NWN0168/ NR #10000187) – eligible
- Axel Johnson Conference Center, Sprague Energy Area Form (NWN-SP) – more information needed
- NWN0159 and NWN0161 – determined not eligible (both are since demolished)

The Newington Railroad Depot and Toll House was listed in the National Register in 2010. In 2012, the Ira F. Pinkham House/Wentworth Summer Residence was recorded in a state-level Historic American Building Survey report, prepared by VHB (NH State No. 626).

Based on a review pursuant to 36 CFR 800.4 and 36 CFR 67.8 of the architectural and/or historical significance of above-ground resources in the APE, three (3) properties are currently identified as listed in the National Register or eligible for listing. Inventory and National Register forms are on file at NHDHR offices in Concord, NH, and online through the NHDHR Enhanced Mapping and Management Information Tool (EMMIT), available at <https://emmit.dncr.nh.gov>.

#### Archaeological Sites

The 2007 FEIS identified areas of archaeological sensitivity for the Newington-Dover, I1238 project. Within Dover, the FEIS Phase IA archaeological analysis identified the western side of Hilton Park and additional developed area to the northwest (approximately 12.7 acres) as exhibiting sensitivity (*i.e.*, Area 16). This area includes an approximately 0.5 acre verified site, identified as a brickyard (27-ST-55 and 27-ST-56, *i.e.*, Area 17) within Hilton Park.

Due to the presence of sensitive areas within or adjacent to the project construction access area, a Phase IB Intensive Archaeological Investigation has been completed to further investigate the APE within Hilton Park. The Phase IB investigation identified archaeological features related to a historic brickyard. Based on this investigation, the project construction access area has been relocated to another site within Hilton Park which is not archaeologically sensitive.

#### Public Consultation:

Public informational meetings were held on the following dates: October 25, 2016, January 30, 2018, and September 5, 2018. During these meetings, information regarding the Section 106 process and the role of consulting parties was included in the presentation and take-home materials. As of October 8, 2019, the following consulting parties have been identified and approved by the Federal Highway Administration:

Consulting Party	Contact Information
Kitty Henderson, Executive Director Historic Bridge Foundation	P.O. Box 66245 Austin, Texas 78766 <a href="mailto:kitty@historicbridgefoundation.com">kitty@historicbridgefoundation.com</a>

Consulting Party	Contact Information
Nathan Holth Historic Bridges.org	2767 Eastway Drive Okemos, MI 48864 <a href="mailto:nathan@historicbridges.org">nathan@historicbridges.org</a>
Lulu Pickering Newington Historic District Commission	339 Little Bay Road Newington, NH <a href="mailto:pickering@informagen.com">pickering@informagen.com</a>
Anne Rugg, Manager CommuteSMART Seacoast	Cooperative Alliance for Seacoast Transportation 42 Sumner Drive Dover, NH 03820 603-743-5777 x. 109 (office) <a href="mailto:arugg@commutesmartseacoast.org">arugg@commutesmartseacoast.org</a>
Karen Sultus, President Seacoast Area Bicycle Riders	16 Pocahontas Road Kittery Point, ME 03905 <a href="mailto:kittervkaren@yahoo.com">kittervkaren@yahoo.com</a>
Christopher G. Parker, Assistant City Manager, Director of Planning and Strategic Initiatives	City of Dover, NH 288 Central Avenue Dover, NH 03820-4169 <a href="mailto:c.parker@dover.nh.gov">c.parker@dover.nh.gov</a>
Karen Anderson (Interested Party)	Newington Special Project Coordinator <a href="mailto:kanderson@townofnewingtonnh.com">kanderson@townofnewingtonnh.com</a>
Martha Roy (Interested Party)	Newington Town Administrator <a href="mailto:mroy@townofnewingtonnh.com">mroy@townofnewingtonnh.com</a>
Senator David Watters (Interested Party)	Senate Office Legislative Office Building, Room 101-A 33 North State Street Concord, NH 03301 <a href="mailto:David.Watters@leg.state.nh.us">David.Watters@leg.state.nh.us</a>

#### Determination of Effect:

##### General Sullivan Bridge (DOV0158)

The General Sullivan Bridge (DOV0158) is significant under Criterion A at the state level for its role in the transportation history of the Seacoast area. The bridge is nationally significant under Criterion C for its design and engineering, as an early and highly-influential example of continuous truss highway design in the United States.

Removal of the bridge superstructure for the project essentially negates its significance under Criteria A and C. As the most visible and recognizable element of the General Sullivan Bridge, the superstructure embodies the engineering advances and aesthetics that define the bridge's contribution to the development of the national highway network. Although recent modifications to the north and south approaches and north abutment make those features non-contributing, they have not drastically affected the integrity and significance of the bridge as a whole. The replacement of the historic bridge will result in the physical loss of an early, nationally-significant example of its engineering design; dwindling of the bridge type in New Hampshire and nationally; and the loss of this major link in the transportation network of the region, whose evolution is intertwined with the history of the region itself.



**Newington Railroad Depot and Toll House (NWN0168)**

The Newington Railroad Depot and Toll House (NWN0618) is listed in the National Register as significant at the local level, under Criteria A and C. It is a well-preserved example of a relatively rare property type, combining the functions of railroad station, toll house and residence for the stationmaster/bridge tender/toll taker.

Although the Period of Significance of the Depot officially ends in 1934 when the General Sullivan Bridge was constructed, they are both extant evidence of the evolution of a regional transportation network, demonstrating a transitioning period of the network in the 1930s. They have existed on the landscape simultaneously for over seven decades. The bridge crossing is located approximately 1400 feet from the resource's National Register boundary and is set on the far side of multiple bridge structures constructed over the last fifty-plus years. The historic center span peaks up over the modern spans and the proposed girder bridge will not. Although the last remnant of visual connection between the Depot and the General Sullivan Bridge will be removed by this project, for the most part the visual link between the two resources was previously severed by the twentieth-century construction of new bridge structures. The full impact of the current loss related to the transportation network is directly borne by the 1934 bridge.

**Ira F. Pinkham House/Wentworth Summer Residence (DOV0093)**

The property is eligible for listing in the National Register under Criteria A and C, for its associations with Dover Point's former brick-making industry and the 20th century development of Dover Point as a seasonal destination. A contributing barn was demolished on the property in 2012, as a result of the I1238 project undertaking.

Removal of the General Sullivan Bridge superstructure under the Preferred Alternative will have no effect on this historic property. There will be no physical impacts to this property, and the distance (approximately 2,000 feet) is great enough to preclude a visual relationship to the bridge crossing. The spans of the bridge to be replaced through this undertaking are located around a slight curve in the road, which along with tree obstructions and distance, helps to block views of the project area. The plans for the Preferred Alternative do not require roadwork at or near the bridge crossing approaches.

Applying the criteria of effect at 36 CFR 800.5(a)(2), we have determined that the project will result in an Adverse Effect to the General Sullivan Bridge; No Adverse Effect for the Newington Railroad Depot and Toll House; and No Historic Properties Affected for the Ira F. Pinkham House/Wentworth Summer Residence.

**Archaeology**

As noted above, the Phase IB Intensive Archaeological Investigation identified an archaeologically sensitive area of Hilton Park. Preliminary construction plans have been developed to avoid the site.

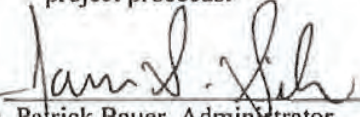
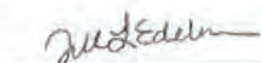
The result of identification and evaluation for the proposed I1238S Contract is a finding of *Adverse Effect*.

**Mitigation Measures:**

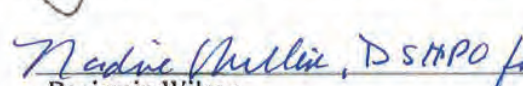
Appropriate mitigation will be determined in consultation with FHWA, NHDHR, Dover and Newington municipalities and the consulting parties. Mitigation will be recorded in a Memorandum of Agreement.

Section 4(f) (to be completed by FHWA)	There Will Be:	<input type="checkbox"/> No 4(f);	<input checked="" type="checkbox"/> Programmatic 4(f);	<input type="checkbox"/> Full 4 (f); or
	<input type="checkbox"/> A finding of <i>de minimis</i> 4(f) impact as stated: In addition, with NHDHR concurrence of no adverse effect for the above undertaking, and in accordance with 23 CFR 774.3, FHWA intends to, and by signature below, does make a finding of <i>de minimis</i> impact. NHDHR's signature represents concurrence with both the no adverse effect determination and the <i>de minimis</i> findings. Parties to the Section 106 process have been consulted and their concerns have been taken into account. Therefore, the requirements of Section 4(f) have been satisfied.			

In accordance with the Advisory Council's regulations, consultation will continue, as appropriate, as this project proceeds.

for  Patrick Bauer, Administrator Federal Highway Administrator	12/31/2019 Date	 Jill Edelman Cultural Resources Manager	12/27/2019 Date
---	--------------------	---	--------------------

Concurred with by the NH State Historic Preservation Officer:

  
 Benjamin Wilson  
 State Historic Preservation Officer  
 NH Division of Historical Resources

1/2/2020  
Date

cc: Jamie Sikora, FHWA      Keith Cota, NHDOT      Peter Walker, VHB  
 Marika Labush, NHDHR      Marc Laurin, NHDOT

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Town of Newington, NH  
Board of Selectmen Meeting Minutes  
Monday October 25th, 2021

**Present:** Chair Ted Connors, Selectman Mike Marconi, Road Agent Len Thomas, Historic District Commission Chair Lulu Pickering, Historic District Commission member Margaret Lamson, Conservation Commission Chair Jane Hislop, Dockmaster Peter Welch, Fire Chief EJ Hoyt, Fire Engineer Ann Hyland Hebert, Sewer Commissioner Rick Stern, Martha Roy, Town Administrator and Eleanor Boy, Recorder.

T. Connors called the meeting to order at 5:00pm. Followed by the Pledge of Allegiance.

**Minutes Approval:** M. Marconi moved to approve the minutes of October 12<sup>th</sup>, 2021. T. Connors seconded the motion. All were in favor.

**Manifest Approval:** M. Marconi moved to approve the manifest for \$19,510.34 dated 10/21/2021. T. Connors seconded the motion. All were in favor.

**Highway Department Budget Review:**

M. Roy explained that the Highway Department 2022 budget is in the working stages we wait to get input from the Rockingham County Planning Commission about the road paving and Connecticut Crack sealing about crack sealing next year. The rest of the 2022 budget is very similar to 2021. L. Thomas said that most of his plow drivers will be back for the winter. The new backhoe is working great. L. Thomas and M. Roy reviewed the roads that were paved or going to be paved in 2021. Airport Road and Hodgdon Farm Lane were paved in 2021. Nimble Hill Road (Coleman to Fox Point) will be paved in November 2021. Shattuck Way by Sprague will be shimmed in November 2021. The McIntyre sink hole repair will also be done. The proposed 2022 paving budget includes paving McIntyre Road (Newington Road to the top of the hill by the Airport opening) and Little Bay Road (Captain's Landing to Fox Point Road). The 2022 budget also includes paving Little Bay Road (McIntyre Road to the Transfer Station) for \$90,000. The alternative plan for this would be to reclaim & shim this in 2021 and then do the top coat in 2022. \$113,675 will be required with this alternate plan. The Highway Department only has \$97,000 remaining in their 2021 paving budget, however there is money left in the culvert expense line that could be used to cover the difference. **M. Marconi moved to approve the alternative paving plan for 2021. T. Connors seconded the motion. All were in favor.**

M. Marconi asked if salt prices have gone up in 2022. L. Thomas said they were the same.

**Conservation Commission Member, Jim Tucker-Resignation:**

T. Connors accepted the resignation of Jim Tucker. T. Connors asked M. Roy to send a letter to thank him for his years of service to the Town. T. Connors also asked M. Roy to send a letter of thanks to Erika Mantz for her service to the Town.

**2022 Health Insurance Proposals-Harvard Pilgrim/HealthTrust :**

M. Roy said that if the Town stays with the same plan in 2022 there would be a savings of \$43,000. M. Marconi thanked Finance Director Sheryl Bagley for all her outstanding work on this project.

**Insurance Budget Review-Workers Compensation and Property Liability:**

M. Roy explained that the first two expense lines, TAD Employee Comp and TAD Employee Benefits, will have \$1 in each. The Workers Compensation expense line will be the same in 2022. The Property and Liability expense has increased in 2022 due to the increased issues with cyber security.

**Transfer Station Budget Review:**

The 2022 budget is decreasing as the brush grinding and hauling of construction materials that was experienced due to Covid has decreased in 2021. M. Marconi asked if the transfer station would like a flagpole that he no longer needs. M. Roy will ask Craig Daigle.

**Ford Fusion Bid Opening:**

T. Connors opened the two bids that were submitted. Cars R Us submitted a bid for \$955, Commercial Bus & Vehicles, LLC submitted a bid for \$1,573. **M. Marconi moved to award the Ford Fusion bid to Commercial Bus & Vehicles, LLC for \$1,573. T. Connors seconded the motion. All were in favor.**

**Historic District Commission Budget Review:**

L. Pickering said that the HDC added \$7,000 in wages for 2022. This would be used for support to the committee, minute taking, grant filing, the Old Parsonage renovation. L. Pickering would also like to start the process of doing an inventory of what is in all the boxes at the Old Town Hall. She would like to get someone that would work one day a week with her to go through everything. L. Pickering said that she thinks this is a fair request. P. Lamson said that the inventory work is very important. M. Marconi asked if she was asking for enough money to do all this. L. Pickering said that no money has been invested in documenting this history for years. T. Connors asked about the \$8,000 in the grants expense line. L. Pickering said that it has to be in the budget in case they apply for a grant. However, the State only has \$70,000 for CLG grants in 2022. L. Pickering said that they are also requesting a \$3,000 encumbrance for 2022. M. Roy reminded L. Pickering that items can not be encumbered unless you have a contract signed for the work to be done in 2022. L. Pickering said that she will get back to M. Roy on this item.



**Fox Point Dock & Wall Reconstruction:**

M. Roy said that the town waterfront engineer, Duncan Mellor, has reviewed the Fox Point dock and wall and said that it is in need of repair. Dockmaster Peter Welch said that the pilings, on the land side, are 75%-80% corroded. T. Connors explained that this issue came to his attention in the spring and they have been working on the repair options. P. Welch recommends that the necessary repairs to the dock and wall. T. Connors said that there is \$120,000 in the Fox Point Capital Reserve Fund. This repair would cost \$50,000. **M. Marconi moved to accept the recommendation of the dockmaster to repair the dock and wall. T. Connors seconded the motion. All were in favor.**

**NH DOT Final MOA-General Sullivan Bridge:**

M. Roy reviewed the latest memo from the DOT to the Town about the bridge. This is the same offer that the State has given the town before, \$150,000 for the restoration of the Train Depot building. M. Marconi said that the offer has not changed from the beginning. T. Connors would like to postpone this issue until the next meeting when Bob Blonigen will be present.

L. Pickering said that the state has actually made a great deal of progress on this issue. The state has agreed to give the depot to the town. They have indicated that they will work with the Historic Society and hopefully transfer the property to them. Helen Frink has been working to get the train depot on the "Seven to Save" list of the NH Preservation Alliance. If the train depot is chosen to be on the list, then it will be easier to get a grant for the restoration. The Newington Historical Society would like to create a Bloody Point Park and preserve the depot and create trails for the public.

**Trustee of the Trust Funds:**

**1. Moving Capital Reserve Funds to Three Bearings**

**2. Three Bearings Fee-Budget line or directly deducted from revenues**

T. Connors said that the Treasurer and the Finance Director have reviewed the proposal and recommend the transfer of the funds. The investments will be conservative. The town can get funds in two weeks. TD Bank said that this transfer will not affect the town's ability to borrow money in the future. Three Bearings has a license to do business in NH. The rate of return is better than the town is getting now. **M. Marconi moved to accept the Trustees of the Trust Fund's recommendation to change the capital reserve funds to Three Bearings. T. Connors seconded the motion. All were in favor.**

M. Roy asked if the Board would like the fee to be taken out of a budget line or revenue. R. Stern asked what the fee was going to be. M. Roy said half of one percent. R. Stern asked how the town is protected from losing money. M. Roy said that the investments are conservative, 85% in bonds and 15% in large cap stock. A. Hyland Hebert asked

why the funds need to be moved. M. Marconi said that TD Bank would no longer do the reports that the State requires. R. Stern asked how long this contract is for. T. Connors said three years. T. Connors said that the Board of Selectmen actually have no say in the movement of Capital Reserve Funds. The Trustees of the Trust Funds can do this without the Selectmen's approval. They have brought this before the Selectmen as a courtesy.

**Conservation Commission Budget Review:**

J. Hislop said that the Conservation Commission has not used much of their 2021 budget because of the continuing effect of Covid. She is requesting to encumber \$5,000 from the consultant expense line and \$500 from the community education expense line. J. Hislop said that there is no point in asking for more money in 2022 if the money hasn't been spent in 2021. The Conservation Commission won't ask for a warrant article in 2022 because there are two new subdivisions in town that will take land out of current use. When land is taken out of current use, the Conservation Commission gets a portion of the penalty that is assessed by the town. The commission currently has an open seat and is looking for a new member.

**Fire Department Grant for \$15,000:**

The Fire Dept received a grant for \$15,000. This grant is for gym equipment for the department. The grant covers 95% of the cost and the department will cover the other 5% out of their 2021 budget. **M. Marconi moved to expend the grant funds. T. Connors seconded the motion. All were in favor.**

**Adjournment:** M. Marconi moved to adjourn at 6:05pm. T. Connors seconded the motion. All were in favor.

Respectfully submitted,  
Eleanor Boy  
Recorder



Town of Newington, NH  
Board of Selectmen Meeting Minutes  
Monday November 1st, 2021

**Present:** Chair Ted Connors, Selectman Mike Marconi, Selectman Bob Blonigen, Finance Director, Sheryl Bagley, Board of Fire Engineer Chair John Klanchesser, Fire Engineer Ann Hyland Hebert, Martha Roy, Town Administrator and Eleanor Boy, Recorder.

T. Connors called the meeting to order at 5:00pm. Followed by the Pledge of Allegiance.

**Minutes Approval:** M. Marconi moved to approve the minutes of October 18<sup>th</sup>, 2021 and October 25<sup>th</sup>, 2021. B. Blonigen seconded the motion. All were in favor.

**Manifest Approval:** M. Marconi moved to approve the manifest for \$88,674.21 dated 10/28/2021. B. Blonigen seconded the motion. All were in favor.

**Video Procedure-Quotes for Town Hall Cameras:**

M. Roy said that the draft of the proposed video procedure has been sent out to all the departments and committees. She has not received any comments about the procedure yet. Should the Town get an official camera for the auditorium? Should M. Roy get quotes for the camera? M. Marconi thought that it was a good idea and shouldn't be that expensive. B. Blonigen expressed his concern about the money being spent on this issue. T. Connors suggested that M. Roy get quotes for the camera and then the Board can make a decision based on the quotes. It was a consensus of the Board to table this item until the next meeting.

**Old Parsonage-Comcast Service-\$233.44 per month, \$2,800 per year:**

M. Roy said that the Historic District Commission has asked for internet to be installed in the Old Parsonage. B. Blonigen didn't know why they needed the internet at the Old Parsonage if there is already internet at the Old Town Hall and the Library right across the street. M. Roy will pass the Board's comments on to the HDC.

**Cyber Security Analysis Review and Approval:**

The Town received several bids for the cyber security analysis. M. Roy and Paul Deschaine have reviewed the bids and interviewed candidates. They recommend that the Board award the bid to ATOM. ATOM's bid was the least expensive at \$6900. Their proposal was reviewed by Newington resident, John Chamberlain, who had no issue with it and even volunteered to train the Town staff on cyber security. ATOM is a consultant to Portsmouth and are consultants to Primex, the town's property liability insurance carrier. \$3,500 would be spent in 2021 and \$3,500 would be budgeted for

2022. M. Marconi moved to accept the bid of ATOM for the town's cyber security analysis. B. Blonigen seconded the motion. All were in favor.

**NH DOT Final MOA-General Sullivan Bridge:**

The NHDOT wants the town to sign the Memorandum of Agreement. The train depot has been added to the NH Preservation Alliance's "Seven to Save" list. This should make it easier to get grants for the preservation. It was a consensus of the Board to table this item until the BOS receives more information about the grants etc.

**Coleman Drive Street Light-Highway Safety Committee Report:**

B. Blonigen said that the Highway Safety Committee met and discussed the street light on Coleman Drive. A shield could be added to the light like the one on Little Bay Extension. The majority of Coleman Drive residents would like the light to stay. T. Connors said that the idea of the shield was offered to the resident that asked for the light to be removed and it was rejected. Coleman Drive resident, John Klanchesser, said that the new LED lights are brighter than the previous lights and the light poles are taller. J. Klanchesser would actually like to see more lights not less.

**Elections, Registration Budget:**

The 2022 budget is \$11,226 more than the 2021 budget. The increase is due to three elections in 2022 compared to only one in 2021. The elections salary line is budgeted higher for extra help due to the uncertain Covid situation. Town Clerk, Laura Coleman, has asked the Board for approval of a new employee for the Town Clerk's office.

**Tax Collector/Town Clerk Budget:**

The 2022 budget is \$3,926 more than the 2021 budget. Town Clerk, Laura Coleman, has asked the Board for approval of a new employee for the Town Clerk's office in 2021, this employee will work the entire year in 2022. The office now has a second computer that can be used to help residents increased supplies are due to this new service.

**Finance & Assessing Budget:**

The 2022 budget is \$8,255 less than the 2021 budget.

**Street Lighting Budget:**

The 2022 budget is \$2,440 less than the 2021 budget. The LED conversion continues to save the town money.

**Pest Control/Health/Welfare Budgets:**

The 2022 Pest Control budget is the same as 2021. The 2022 Health budget is the same as 2021. The 2022 Welfare budget is \$9,000 less than the 2021 budget. It has been lowered due to the reduction in need post pandemic.



**Land Management Budget:**

The 2022 budget is \$3,658 less than the 2021 budget. The Town Hall staff has researched portable restrooms service in the area and our current provider is the best deal out there. The yearly hydrant rental went from \$275 per hydrant in 2021 to \$350 per hydrant in 2022. B. Blonigen mentioned that the Fire Department didn't get a higher rating because our hydrants aren't flushed out every year. B. Blonigen believes that Portsmouth Water doesn't flush them out because they are afraid a pipe will break when it is done. T. Connors asked M. Roy to send a letter to Portsmouth Water to ask them to flush out our hydrants.

M. Marconi called for a recess at 5:19pm.

T. Connors called the meeting back to order at 5:21pm.

T. Connors said that he would like to meet with Portsmouth Water, the City Manager and the Mayor to discuss the issues facing Newington; Fox Point, the hydrants and Arboretum Drive. M. Roy will set it up.

T. Connors would like to outsource the mowing of Fox Point. The Highway department is having trouble keeping up with the mowing in the summer. B. Blonigen doesn't think that now is a good time to add an expense to the budget. M. Roy said that it is very hard to mow the North, Middle and South fields because of the large ruts all over. The Kubota tractor can't manage them. The Town has had no luck finding a farmer to farm the fields. T. Connors would like to look at it again in the Spring and see how expensive it would be.

M. Roy said that all of the remaining funds in the Care of Trees line will be used in 2021.

**Debt Service & Capital Outlay Budget:**

The 2022 Debt Service budget is \$83,671 less than the 2021 budget. This reduction is due to the Coakley OU1-OU2 expense line being moved from debt service to capital outlay and the 3-year lease for ambulance equipment was finished in 2021.

The 2022 Capital Outlay budget is \$43,644 more than the 2021 budget due to the addition of the Coakley OU1-OU2 expense line being moved from debt service to capital outlay.

The Coakley budget for each year is an unknown. If the DES and EPA increase the testing then the fees will increase substantially.

**Roadside Collection & Tipping Fees Budget:**

The 2022 is the same as the 2021 budget.

**EcoMaine Recycling 2022 Contract:**

The fees have decreased for 2022. M. Roy said that transfer station superintendent, Craig Daigle, works very hard to keep the costs low. C. Daigle has reviewed the

contract and is hoping that the Board will approve it. The Board will review the contract and vote at the next meeting. B. Blonigen would like to see the compactor at the transfer station added to the Capital Improvement Plan. T. Connors said that it would cost between \$80,000-\$100,000 to bring in electricity for it. M. Marconi thought that a grant could be used for it. M. Marconi would like to see a ground solar array behind the transfer station added to the Capital Improvement Plan. B. Blonigen said that the town has some specific ordinances about solar arrays and the Board should look at the ordinance before they propose anything.

J. Klanchesser told M. Roy that she should call the Rye Town Hall and ask them about their camera system. B. Blonigen asked if they had a policy. J. Klanchesser said they might.

**M. Marconi moved to enter a nonpublic session at 5:37pm per RSA 91-A:3 II (a, c, d, and e). B. Blonigen seconded the motion and T. Connors asked for a roll call vote: B. Blonigen- Yes, M. Marconi- Yes, T. Connors-Yes. All were in favor.**

**M. Marconi moved to return to public session at 6:01pm, seconded by B. Blonigen. T. Connors asked for a roll call vote: B. Blonigen-Yes, M. Marconi-Yes, T. Connors-Yes. All were in favor.**

**M. Marconi moved to seal the minutes indefinitely. B. Blonigen seconded the motion. T. Connors asked for a roll call vote: T. Connors-Yes, M. Marconi-Yes, B. Blonigen-Yes. All were in favor.**

**Adjournment: B. Blonigen moved to adjourn at 6:02pm. M. Marconi seconded the motion. All were in favor.**

Respectfully submitted,  
Eleanor Boy  
Recorder



**MEMORANDUM OF AGREEMENT  
AMONG NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION,  
FEDERAL HIGHWAY ADMINISTRATION,  
and the  
NEW HAMPSHIRE STATE HISTORIC PRESERVATION OFFICER**

Regarding the project known as the General Sullivan Bridge, Spaulding Turnpike Improvements Project [NHDOT Project Newington-Dover 11238S, FHWA Project NHS-027-1(37)] which plans to replace the historic General Sullivan Bridge (GSB), which spans the navigational channel of Little Bay in the Town of Newington, New Hampshire and the City of Dover, New Hampshire.

WHEREAS, the Federal Highway Administration (FHWA) plans to provide funds to the New Hampshire Department of Transportation (NHDOT) to replace the General Sullivan Bridge superstructure; and

WHEREAS, FHWA has defined the undertaking's area of potential effect (APE) as an irregularly-shaped area, beginning approximately 600 feet north of the bridge crossing on Dover Point, and extending up to 1,500 feet west, 700 feet east, and 1,200 feet south of the crossing; and

WHEREAS, the Preferred Alternative would involve the complete removal and replacement of the General Sullivan Bridge superstructure while reusing its substructure piers; and

WHEREAS, FHWA, in consultation with the New Hampshire State Historic Preservation Office (NHSPO), has determined that the Preferred Alternative will have an Adverse Effect to the General Sullivan Bridge, which was determined eligible for the National Register of Historic Places in 1988; and

WHEREAS, FHWA has consulted with the NHDOT, the NHSPO, and Consulting Parties pursuant to 36 CFR Part 800 of the regulations implementing Section 106 of the National Historic Preservation Act (54 USC §306108); and

WHEREAS, FHWA has consulted with several consulting parties regarding the effects of the undertaking on historic properties, including Kitty Henderson, Executive Director, Historic Bridge Foundation, Nathan Holth, HistoricBridges.org, Lulu Pickering, Newington Historic District Commission, and Christopher G. Parker, Assistant City Manager, City of Dover; and

WHEREAS, NHDOT and FHWA have met with the NHSPO and Consulting Parties on thirteen occasions since April 2018 to evaluate potential alternatives, identify a Preferred Alternative, and identify mitigation measures; and

WHEREAS, NHDOT has coordinated with the Town of Newington, the City of Dover, and other interested parties through Public Meetings held on October 25, 2016, January 30, 2018, September 5, 2018, and at a Public Hearing on May 13, 2021; and

WHEREAS, in accordance with 36 CFR §800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR §800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, NHDOT and the NHSPO agree that the undertaking shall be implemented in accordance with the following stipulations to mitigate the effect of the undertaking on historic properties.

**I. STIPULATIONS**

FHWA and NHDOT shall ensure that the following measures are carried out:

**A. Marketing the General Sullivan Bridge**

- i. NHDOT shall market the bridge for re-use (either in whole or in part) in compliance with 23 USC Section 144. The structure shall be marketed to the public for relocation with preservation and/or maintenance covenants as agreed to by NHDOT, NHSPO, and FHWA. NHDOT, in consultation with NHSPO and FHWA, shall develop a notice to include, at a minimum, the following:
  - a. A description of the structure;
  - b. Notice that the bridge is eligible for the National Register for its engineering significance;
  - c. Notice that NHDOT will transfer the structure with consideration for the offer that best protects the historic integrity of the bridge; and
  - d. Notice of the requirement that the bridge will be transferred subject to covenants regarding its preservation and maintenance for a period of ten (10) years in accordance with the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.
- ii. The contents of the advertisements, the publications in which they appear, and the frequency of publication shall be approved by NHSPO and FHWA. The advertising period shall last a minimum of 60 days.
- iii. If efforts to market the bridge are unsuccessful, final bid and construction documents shall be completed to specify demolition and disposal of the bridge.
- iv. If all or part of the bridge is re-used, the Public Works Administration plaque may be reused with the salvaged portion. Otherwise, the plaque shall be incorporated into an interpretive installation to note the history of the Public Works Administration in relation to the General Sullivan Bridge (see Stipulation D.i.a.iv below). If the entire bridge is not re-used, up to 200 feet of the bridge railing will be made available to the Town of Newington.

**B. Documentation of the General Sullivan Bridge**

- i. NHDOT shall ensure that the bridge is recorded prior to demolition or relocation, in accordance with the Historic American Engineering Record (HAER) standards.
- ii. The documentation shall be completed by a 36 CFR 61-qualified Architectural Historian.
- iii. The documentation shall follow the guidelines available at <https://www.nps.gov/hdp/standards/haerguidelines.htm>, using the version noted below or subsequent updates, whichever is more recent at the time of documentation:



- a. Report: The documentation will follow the “outline format: engineering structures” described in the HAER guidelines (updated 2017).
  - b. Photography: To follow the guidelines for the HABS/HAER/HALS programs (updated 2015). Photographs shall consist of archival, large-format black and white 4x5” photographs of the superstructure, substructure, relationship of the bridge to its setting, and engineering/aesthetic details.
  - c. Drawings: To follow the HAER drawing guidelines. Original and historic construction plans shall be included as archival copies, or photographed as archival large-format black and white 4x5” photographs.
  - d. The final HAER package shall meet the requirements for HAER documentation transmittal (updated January 2020).
- iv. A digital draft of the HAER documentation shall be submitted to NESHPO for a review and comment period of 45 days.
  - v. After addressing NESHPO comments, NHDOT shall, on behalf of FHWA, provide a draft digital copy to NPS for review and comment.
  - vi. One final copy of the completed HAER documentation shall be submitted to NPS by NHDOT. The format of the final deliverable shall be provided as requested by NPS.
  - vii. The final HAER documentation shall be produced by NHDOT for NESHPO; a single hard copy and one electronic copy will be provided. The NESHPO copy of the HAER materials shall include: large format photos and negatives, photo location maps, narrative, and high-quality photocopies of the photos.
  - viii. One archival hard copy and one electronic copy of the final documentation shall be provided to each of the City of Dover, the Town of Newington, the Newington Historical Society, and the New Hampshire Historical Society for storage at an appropriate local repository. An electronic copy shall be provided to the Portsmouth Athenaeum. An electronic copy shall be provided to additional local repositories upon request. NHDOT, in coordination with Consulting/Interested Parties, may proactively identify additional local repositories which may be interested in receiving an electronic copy of the completed HAER documentation.
  - ix. An electronic copy shall be provided to additional Consulting/Interested Parties, upon request.

**C. NHDOT Bridge Inventory and Bridge Management Plan – Promotion and Accessibility**

- i. NHDOT shall assist NESHPO in the integration of the finalized bridge inventory into the EMMIT online database and mapping tool, which is available by subscription. NHDOT shall also provide the finalized bridge inventory on its own website, where the inventory will be freely available to the public. To complete this stipulation:
  - a. NHDOT or their consultant shall publish the final bridge inventory as an ArcGIS map service that can be accessed directly (live) by the EMMIT application.
  - b. NHDOT or their consultant shall be responsible for updating the map service with any changes to be published such that the EMMIT application will automatically consume the latest data.
  - c. NHDOT or their consultant, in consultation with NESHPO, shall develop the following enhancements to the EMMIT application to support the integration of the final bridge inventory:

- i. The bridge inventory map service will be integrated into the EMMIT map display Data Query function, and Map Search function. The EMMIT Search Results page and Export Results function will be updated to include bridge inventory information. A View Details page will be developed for the Bridge Inventory which will display the fields for a single bridge like the existing EMMIT View Details pages.
  - ii. A single page inventory form report will be developed allowing a PDF to be generated from the View Details page for a single bridge.
- ii. NHDOT shall ensure that promotion of the finalized bridge management plan includes a broad range of internal and external outreach to engineers, municipalities, state DOT employees, and the public, including the use of virtual platforms. NHDOT shall be responsible for three outreach and educational sessions. Possible venues include:
    - a. The American Council of Engineering Companies (ACEC) annual conference;
    - b. The New Hampshire Municipalities Association (NHMA) annual conference;
    - c. Internal training for NHDOT employees and its consultants;
    - d. Regional workshop for engineers, including representatives from other state DOTs regarding their own state’s efforts to maintain historic bridges; or
    - e. Potential workshop and session partnerships with NESHPO, and/or the New Hampshire Preservation Alliance.

**D. Interpretive Program**

NHDOT and/or its consultant shall develop an interpretive program centered around the historic significance of the GSB:

- i. On-Site Interpretive Panels – NHDOT shall fund and oversee four (4) interpretive panels located at or near the bridge crossing, including locations at, but not limited to: Bloody Point in Newington, Hilton Park in Dover, and/or the bridge.
  - a. The panels topics will include:
    - i. Ferries, Trains, and Automobiles Across the Little Bay: How people have crossed the Little Bay over the centuries and why the Little Bay is so challenging to cross.
    - ii. Visualizing Routes through History (for placement on the bridge): Using the unique vantage point of the bridge and its view toward Fox Point, this panel will use maps and other visuals to help readers “see” where previous crossings were located.
    - iii. Bringing Continuous Trusses to the American Highway: Celebrating how the GSB merged aesthetics and economy to create a graceful composition that provided the necessary clearance at the center while saving resources at the approaches.
    - iv. GSB as a Textbook Example: The GSB was one of four FST designs that the firm used to refine their continuous truss design. What characteristics were taken from the Lake Champlain Bridge, and what improvements/ advancements were made for the GSB?
    - v. Two panels, “Bringing Continuous Trusses to the American Highway” and “GSB as a Textbook Example” will be fabricated in duplicate and placed in multiple locations to increase the amount of mitigation that



specifically shares with the public information regarding the engineering significance of the GSB.

- vi. A Viewing Station may be used in place of one of the above-mentioned panels, if determined feasible as site planning progresses. The Viewing Station would consist of a clear etched glass panel or other suitable material displaying an image of the GSB superimposed onto the current view, for visitors to understand the location and configuration of the bridge.
  - vii. If the Public Works Administration plaque is not reused as part of a bridge relocation (see Stipulation A.iv), then a fifth interpretive panel will be developed and installed to provide context for the plaque.
- b. The content will be developed by an Architectural Historian qualified under 36 CFR 61, and a professional graphic designer shall be engaged to create the design and layout of the interpretive panels and/or elements.
  - c. NESHPO shall be consulted for review and comment on the preliminary draft content of the panels as well as the draft final mockups of the panel design(s) in their entirety.
  - d. After submission of the preliminary draft content and draft final panels, NESHPO and the Consulting Parties shall have 30 days to review and comment on the draft final text/layout of the displays.
  - e. NHDOT and the content developers will determine whether the incorporation of elements salvaged from the GSB as support structures for interpretive elements is feasible (not as public art).
  - f. NHDOT and the content developers will determine whether the incorporation of a QR code linking to additional online content is feasible.
- ii. NHDOT shall develop an installation in collaboration with the Woodman Museum about the engineering significance of the GSB and the challenges of creating a span across the Little Bay. NHDOT will fund the creation and installation of the exhibit in its entirety; the Woodman Museum shall be responsible for future maintenance.
    - a. The installation shall include the use of salvaged materials and/or 3D modeling to demonstrate engineering concepts to the extent feasible.
    - b. The installation may include primary sources as relevant, including items from the collections of repositories such as Historic New England's archives; the Woodman Institute; the Portsmouth Athenaeum; the archives of NHDOT, and local historical organizations.
    - c. The installation will utilize the content developed for the "Bringing Continuous Trusses to the American Highway" and "GSB as a Textbook Example" panel content (see D.i.a.), with supplemental information as appropriate for the final location and objects used in the exhibit.

**E. Newington Railroad Depot and Toll House and State-Owned Land on Bloody Point**

- i. NHDOT shall support the future rehabilitation and reuse of the state-owned portion of the Newington Depot property, according to the *Secretary of the Interior's Standards for Rehabilitation*. Specifically, NHDOT shall:

- a. Engage a consultant team to prepare a building assessment and feasibility re-use study of the Newington Depot, following the NH Preservation Alliance's format, identifying extant character-defining features and potential future uses that can support the retention of these historic features. The building assessment and feasibility reuse study will include input from the Town of Newington, the Newington Historic District Commission, and the Newington Historical Society. The NESHPO, the Town of Newington, the Newington Heritage Commission, and the Newington Historical Society will be given thirty (30) days to review the draft conditions assessment, feasibility reuse study and existing conditions site plan. An electronic copy of the final assessment shall be provided to NHDOT, NESHPO, the Town of Newington, the Newington Historic District Commission, and the Newington Historical Society.
  - b. Develop an existing conditions site plan incorporating property boundaries, topography, wetlands, utilities, and shoreland/tidal setbacks. This plan can be used to support a land master plan/site plan for the Newington Depot property to be developed by a future owner.
  - c. Provide direct financial support for the stabilization/rehabilitation of the Newington Depot property based on the building assessment and re-use plan up to \$150,000 on a reimbursement basis. Any costs beyond this amount shall be provided by the Town of Newington or a third party (see Stipulation E.ii below).
- ii. NHDOT shall continue discussions about the feasibility of transferring ownership of the property to the Town of Newington or another public agency. If a mutual agreement is reached with the Town of Newington or another public agency, the public owner may arrange for the rehabilitation of the Depot as well as its future management and stewardship to be handled by a third party, such as through a long-term lease to a non-profit. If a mutual agreement cannot be reached within 3 months of completion of the items outlined in E.i, NHDOT shall market the property for sale at fair market value. Any transfer shall comply with the requirements of the New Hampshire Surplus Land Review Process, including all NH Revised Statutes Annotated, policies and procedures applicable to the disposal of state-owned real estate.
  - iii. The property will be conveyed with a historic preservation covenant, to be held by NESHPO, requiring that the building will be retained in the same or better condition and that any future rehabilitation by the owner meet the Secretary of the Interior's Standards for Rehabilitation, to be overseen and approved by NESHPO.

**F. Dover Recreational Trail**

- i. NHDOT shall coordinate with the City of Dover to evaluate the feasibility of constructing a link between the existing Community Trail on the former rail bed of the Newington-Dover Branch line and the GSB. The Community Trail currently ends in the vicinity of Central Avenue (NH 108) and Rutland Street and options may include a short section of shared use path within the Spaulding Turnpike right-of-way to then follow Finch, Spur and Boston Harbor Roads to the bridge. If a plan for the trail can be mutually agreed upon, NHDOT shall determine the nature and extent of support the agency can provide for the undertaking.



- ii. The feasibility study shall develop information which highlights the history of the Newington-Dover Branch line and its connection to the history of the transportation corridor including the GSB. The study shall make recommendations on incorporating interpretive signage into the design of the recreational trail.
  - a. Interpretive Signage – NHDOT shall fund and oversee the development of two interpretive panels to be installed along the trail. One of these panels will be based on the “Ferries, Trains, and Automobiles Across the Little Bay” panel to be created for installation at the bridge crossing (see D.i.a.1.).
  - b. In recognition that exact siting of the signage cannot be finalized during a feasibility study, NHDOT will provide high-resolution digital copies of the signage to the City of Dover to make available to the public. These files will contain production-ready content for later fabrication.
  - c. Consultation on the content of the panels shall be between NHDOT, NESHPO, and the City of Dover.
  - d. The content will be developed by an Architectural Historian qualified under 36 CFR 61, and a professional graphic designer shall be engaged to create the design and layout of the interpretive panels and/or elements.
  - e. NESHPO and the Dover Heritage Commission shall be consulted for review and comment on the preliminary draft content and layout of the signage as well as the draft final mockups of the signs in their entirety.
  - f. After submission of the preliminary draft and draft final signage, NESHPO and the Dover Heritage Commission shall have 30 days to review and comment on the draft final text/layout of the displays.

**II. UNANTICIPATED DISCOVERIES**

The NHDOT will ensure that if additional previously unidentified architectural and / or archeological properties are discovered, which may be affected by the undertaking or known properties are affected in an unanticipated manner, it will notify FHWA and the NESHPO. FHWA and the NESHPO will apply the criteria of eligibility and consult pursuant to 36 CFR 800.13.

**III. DURATION**

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Item VI below.

**IV. MONITORING AND REPORTING**

Each year following the execution of this MOA until it expires, is terminated, or stipulations completed, NHDOT shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

**V. DISPUTE RESOLUTION**

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute, including FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30)-day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

**VI. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

**VII. TERMINATION**

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation V, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute a MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by FHWA, NHDOT and NESHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.



SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

By: **PATRICK A  
BAUER** Digitally signed by PATRICK A  
BAUER  
Date: 2021.11.10 13:48:02  
-05'00' \_\_\_\_\_ Date: 11-10-2021  
Patrick A. Bauer  
NH Division Administrator

NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

By: *Nadine Miller* \_\_\_\_\_ Date: 10/8/2021  
Nadine M. Miller  
Deputy State Historic Preservation Officer

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

By: *Peter E. Stamnas* \_\_\_\_\_ Date: 11/8/2021  
Peter E. Stamnas  
Director of Project Development

CONCURRING PARTIES:

TOWN OF NEWINGTON, NEW HAMPSHIRE

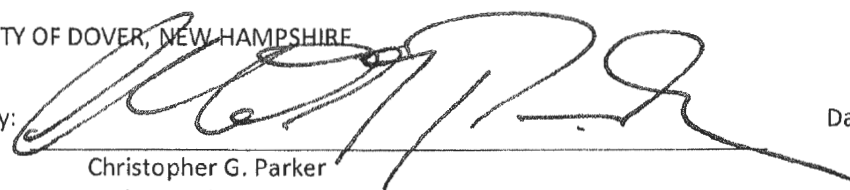
By: \_\_\_\_\_ Date: \_\_\_\_\_  
Ted Connors  
Board of Selectmen, Chair



CONCURRING PARTIES:

CITY OF DOVER, NEW HAMPSHIRE

By:

  
\_\_\_\_\_  
Christopher G. Parker  
Assistant City Manager

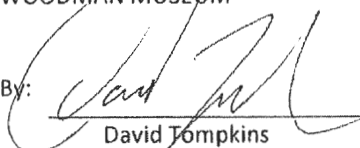
Date:

10/19/21

CONCURRING PARTIES:

WOODMAN MUSEUM

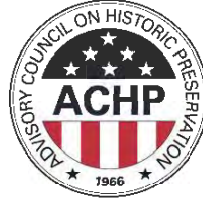
By:

  
\_\_\_\_\_  
David Tompkins  
Executive Director

Date:

11/4/21





November 10, 2021

Mr. Jamison S. Sikora  
NH Division Environmental Program Manager  
Federal Highway Administration  
53 Pleasant Street, Suite 2200  
Concord, NH 03301

Ref: *Proposed Replacement of the Superstructure of the General Sullivan Bridge  
Newington, Strafford County & Dover, Rockingham County, New Hampshire  
ACHP Project Number: 15074*

Dear Mr. Sikora:

On November 10, 2021, the Advisory Council on Historic Preservation (ACHP) received a copy of the executed Section 106 agreement document (Agreement) for the referenced undertaking. In accordance with 36 CFR 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the agreement. The filing of the Agreement and implementation of its terms fulfills the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate receiving a copy of this Agreement for our records. Please ensure that all consulting parties are provided a copy of the executed Agreement in accordance with 36 CFR 800.6(c)(9). If you have any questions or require additional assistance, please contact Ms. Mandy Ranslow at (202) 517-0218 or by e-mail at [mranslow@achp.gov](mailto:mranslow@achp.gov) and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs