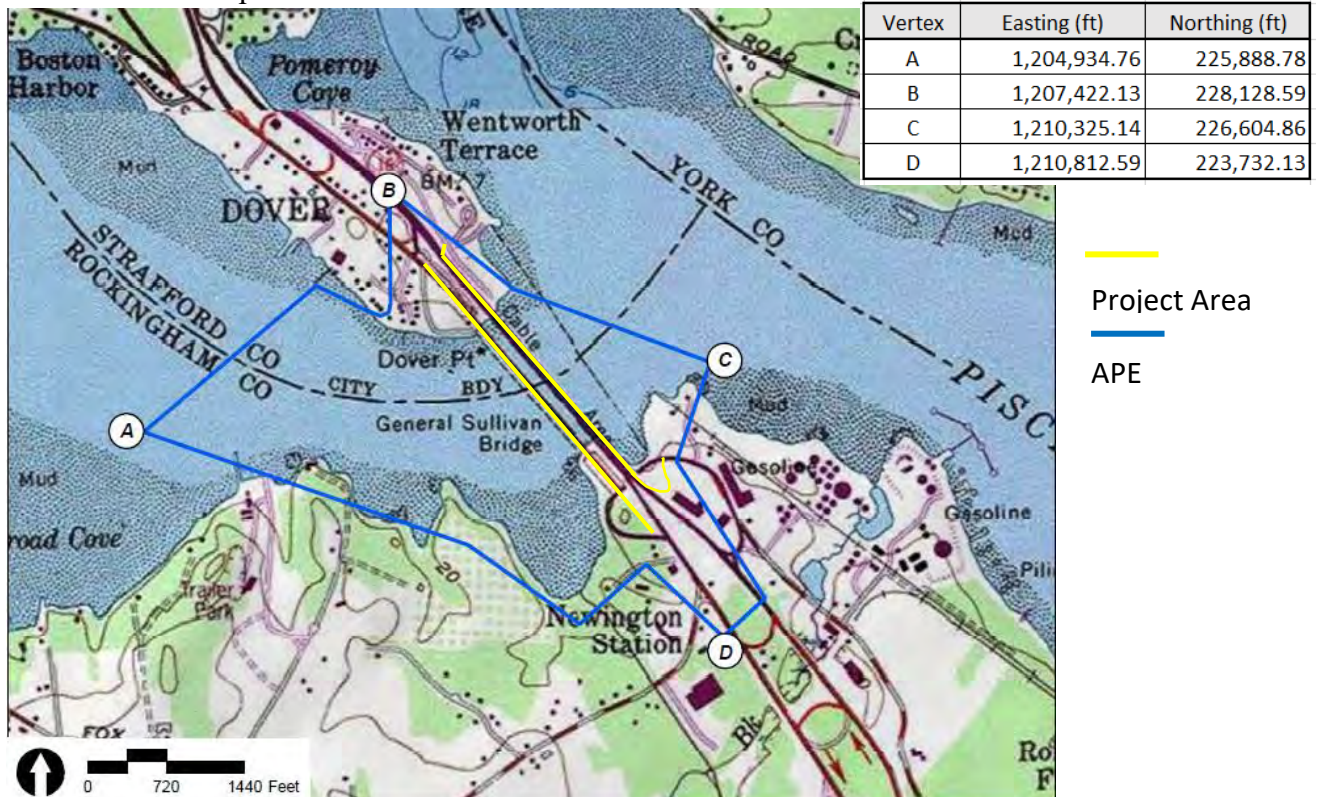


AREA FORM

AREA NAME: **SPAULDING TURNPIKE: NEWINGTON-DOVER**
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)

1. Type of Area Form
 - a. Town-wide: ☐
 - b. Historic District: ☐
 - c. Project Area: ☒
2. Name of area: Spaulding Turnpike:
Newington-Dover Project Area
3. Location: Bloody Point and Trickey's
Cove (Newington); Dover Point (Dover)
4. City or town: Newington and Dover
5. County: Rockingham (Newington) and
Strafford (Dover)
6. USGS quadrangle name(s): Portsmouth
7. Dataset: SP Feet, NAD83
8. SP Feet: (see #15, Location map, below)
9. Inventory numbers in this area: DOV0090,
DOV0091, DOV0092, DOV0150,
DOV0093, DOV0158, NWN0162, NWN
0163, NWN0168, NWN-SP/ (NWN0159 and
NWN0161 demolished)
10. Setting: Area within physical and visual
proximity to the General Sullivan Bridge
(DOV0158) over Little Bay, including light
industrial development along the Spaulding
Turnpike, recreation areas along the bay,
short residential streets, and sparsely-
developed rural roads
11. Acreage: 275 acres
12. Preparer(s): Nicole Benjamin-Ma
13. Organization: VHB
14. Date(s) of field survey: August and
September 2018

15. Location map



16. Sketch map

(Please see attached map set)

17. Methods and Purpose

(updated September 2018)

This Project Area Form (PAF) 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). The project consisted primarily of an expansion of the Little Bay Bridge and improvements along the Spaulding Turnpike. The project area in 2005 encompassed an approximately 3.5-mile stretch of the Spaulding Turnpike (NH Route 16). A total of 96 individual properties and areas were inventoried in 2005-2006 as a result of the PAF recommendations, 15 of which were determined eligible for the National Register of Historic Places (National Register). The Section 106 process for the project resulted in a Memorandum of Agreement, signed in 2008, and construction commenced after issuance of a Record of Decision by the Federal Highway Administration (FHWA) in October of 2008. Much of the proposed project has been constructed as of September 2018.

Rehabilitation of the 1934 General Sullivan Bridge (DOV0158) was proposed for emergency vehicles, pedestrians, bicycles, and fishing uses as part of the Selected Alternative in the Spaulding Turnpike project. However, 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 progress, NHDOT has identified several alternatives to provide recreational access and connectivity between Dover and Newington over the Little Bay (Newington-Dover 11238S). Alternatives under consideration include full rehabilitation of the General Sullivan Bridge; partial rehabilitation of the bridge; full replacement of the bridge superstructure; and removal of the bridge superstructure to accommodate an extension off the Southbound Little Bay Bridge that partially utilizes the existing General Sullivan Bridge piers. The re-evaluation of the Selected Alternative for the project requires Section 106 evaluation and review; hence the preparation of this updated PAF as a planning document to assist with the assessment of project impacts to properties listed in, or eligible for listing in, the National Register.

This PAF update has several purposes:

- The Area of Potential Effects (APE) was specifically developed for the ongoing evaluation of alternatives regarding connectivity between Dover and Newington and the General Sullivan Bridge. For the purpose of this PAF, the most impactful work components across all alternatives was combined to develop an APE that considered the widest range of potential direct and indirect effects. These work components include replacement of the General Sullivan Bridge superstructure, replacement of the recently-constructed north approach to the General Sullivan Bridge, and replacement or expansion of approach paths leading up to the future pedestrian/bicycle crossing. As noted in Section #25, "Boundary Justification," which describes the APE development in detail, the APE for this PAF update largely overlaps the area covered in the 2005 PAF. However, the PAF update includes some additional geography and properties in Dover and Newington not covered in the 2005 PAF, located primarily adjacent to the waterfront west of the General Sullivan Bridge crossing. These properties have been included based on the visibility of the crossing from portions of the banks of the Little Bay west of the bridge.

- Construction of the Spaulding Turnpike project thus far has resulted in some major changes to the landscape within the current APE, especially in regard to transportation patterns, road layouts, and general land use. A description of these changes, reflecting current existing conditions, is included in this updated PAF.
- Several of the properties over 50 years old that were included in the 2005 PAF were also recorded and evaluated through the preparation of NHDHR inventory forms or other documentation (individual and areas). In many cases, the inventory forms utilized photographs taken during an earlier survey conducted in the 1990s. This PAF update provides an overview of previous evaluations, subsequent alterations, and changes to general integrity throughout the APE since 2005.
- A small number of properties included in the current APE were not discussed in the 2005 PAF, potentially either because they had not reached the 50-year age threshold commonly used for evaluation of historic significance, or because they were not considered to be subject to potential effects resulting from the project. Therefore, this updated PAF includes consideration of some additional properties not discussed in the 2005 PAF or previously recorded on NHDHR inventory forms.
- Much of the Historic Background section (#19) detailed in the 2005 PAF is still applicable. Information regarding recent development and evolution within the current APE is provided in this updated PAF, and should be viewed as a supplement to the extensive information on the historical development of the area contained in the 2005 PAF.
- The Applicable NHDHR Historic Contexts (#20), Architectural Description (#21), Statement of Significance (#22), Period(s) of Significance (#23), Statement of Integrity (#24), Boundary Justification (#25), and Boundary Description (#26) in this PAF update are specifically focused on the current APE. Properties, areas, and development patterns located outside the APE are utilized to inform discussions as needed, to provide a broader context.

A site file search at NHDHR was conducted in September 2018 to determine whether updates had been filed for inventory forms completed in 2005 as part of the Spaulding Turnpike project, and whether additional properties within the current APE have been previously recorded. Much of the historical narrative and context discussion contained in the 2005 PAF still stands; therefore, current research focused on updating or enhancing these discussions, as appropriate, to bring them up to the present day. Attention was especially given to describing how the recent changes to transportation routes resulting from the Spaulding Turnpike project have affected the land use, roadway layout, and integrity (both directly and indirectly) of the project area and individual properties discussed in the 2005 PAF. In addition, some historical development patterns described in 2005 have continued to play out in the intervening years, and relevant recent information is provided. Due to the specific nature of the updated information provided in this PAF, research sources consisted primarily of map and historic aerial analysis to understand recent development, supplemented by consulting deeds, directory records, building permit records, and land plans, especially for properties not discussed in the 2005 PAF. Information provided by a property owner on Heaphy Road was helpful in understanding the recent evolution of this small collection of properties near the Dover Point waterfront.

A reconnaissance survey was conducted to photograph all buildings and structures within the APE, as well as streetscapes. This includes previously-recorded properties, as well as properties newly-included in this PAF update, to understand and document noted changes in integrity since the preparation of previous inventory forms. Properties are identified in the PAF by street address, and historic name and inventory number, when applicable. Photograph numbers are keyed to a base map. This information is cross-referenced in the text when possible, and a property matrix with photo numbers is included with this form.

Estimation of construction dates for the resources are based on previous documentation (and their associated research) and visual observation, supplemented by maps, aerial photographs, and land plans when available. Information obtained from the towns' respective assessor's databases was also used; as these dates are often estimated, more recent assessor's dates were given more weight during consideration than dates more than ~25-30 years old, which are more likely to be rounded estimations (i.e. 1930).

Twenty-seven resources were identified within the APE, including residential and commercial properties, structures, and a park. Nearly half of these resources are less than 50 years old, and are therefore not individually discussed in detail in this PAF update, though their development and basic information helped inform discussions regarding recent development patterns. These properties are included in the property matrix, with construction dates, for reference and future research purposes.

18. Geographical Context

Please see the 2005 PAF.

19. Historical Background

(updated September 2018)

1952-present: Pease Air Force Base, Spaulding Turnpike, Commercial and Industrial Development

The 2005 PAF laid out several themes regarding development patterns and land use shifts that occurred since the mid-20th century, namely the development (and future decommissioning) of the Pease Air Force Base, the effects of the expansion of the Spaulding Turnpike in 1954-1955 on the local road system and commercial development, and the evolution of residential areas from seasonal vacation community to year-round housing and "bedroom" suburbs. Despite the recent expansion of the Spaulding Turnpike, once again, there has not been a notable major shift in these patterns; rather, recent events have further reinforced the development trends already in place.

Spaulding Turnpike Expansion

Since 2008, work has been underway to reconstruct and widen a 3.5-mile long section of the Spaulding Turnpike, from Exit 1 in Newington to north of Exit 6 in Dover. Changes have occurred along the entire route, including the crossing at the Little Bay Bridges and **General Sullivan Bridge (DOV0158)**. The **Little Bay Bridges** (Photos 23 and 25), an adjacent pair of bridges that each carried northbound or southbound traffic, were rehabilitated and a new bridge filled in much of the gap between the General Sullivan Bridge and the Little Bay Bridges. The new bridge now carries southbound traffic, while the rehabilitated Little Bay Bridge carries northbound traffic. To facilitate the construction of the north

roadway approach of the adjacent Little Bay Bridge, the north approach to the General Sullivan Bridge was rerouted, and a new pedestrian/bike support structure was constructed to connect the General Sullivan Bridge to Hilton Park and Dover Point Road. The new ramp structure follows a curved, serpentine shape, leading up from Dover Point Road, along the inside edge of **Hilton Park Roadside Safety Rest Area (DOV0150)**. The concrete wingwall and approach embankment on the north side of the General Sullivan Bridge were removed, exposing the back of the original north bridge abutment, which was nearly entirely reconstructed. Hilton Park Road was extended underneath the bridges at the tip of Dover Point, connecting Dover Point Road and Wentworth Terrace on the west and east sides of Dover Point, respectively. At the north end of the APE, Exit 5 along the Turnpike was removed and consolidated with Exit 6 into a redesigned interchange located north of the current APE. This resulted in the relocation of entrance and exit ramps onto Dover Point Road, Hilton Drive, and Wentworth Terrace further away from the end of Dover Point, progressing the evolution of these formerly highway-oriented roadways into local roads. As of September 2018, construction of sound barriers is underway, which will further separate the increasing traffic along the Spaulding Turnpike from the residential roads of southern Dover Point. Within the APE, the widened Spaulding Turnpike in Dover largely occurred within the overall footprint of the former Exit 5 interchange, therefore directly affecting only a few local properties. **Ira F. Pinkham House/Wentworth Summer Residence at 430 Dover Point Road (DOV0093)** was acquired by NHDOT resulting from a strip taking, and the barn removed.

In Newington, although no reconstruction occurred at the south end of the General Sullivan Bridge, the vehicular approach leading northwest towards the bridge from Shattuck Way was removed. A paved curvilinear path was added southwest of the former approach, to serve pedestrians and bicycles between Shattuck Way and the bridge. At the south end of the current APE, Exit 4, accessing Shattuck Way on the east and Nimble Hill Road on the west, has retained its configuration, and similar to the work in Dover, the additional lanes of the Spaulding Turnpike have been largely accommodated within the existing right-of-way footprint. The largest change has occurred in the local roadway system. Shattuck Way formerly continued north and west under the Little Bay Bridges approach, and ended on the other side in a curved entrance ramp onto the southbound Spaulding Turnpike. The ramp was replaced with a continuation of Shattuck Way, extending from the bridge approach overpass south to Nimble Hill Road, providing local access between development on the east and west sides of Spaulding Turnpike (similar to the improvements undertaken at Hilton Park Road in Dover). As a result, some properties that were formerly accessed via extended driveways from the Spaulding Turnpike are now accessed off the Shattuck Way extension, with a corresponding change in addresses. These include **516 Shattuck Way (NWN0162)** and **518 Shattuck Way (NWN0163)**, formerly 1223 and 1227 Spaulding Turnpike, respectively.

The 2005 PAF notes that further south, at Exit 3 in Newington, Woodbury Avenue had become one of the largest retail corridors in the state, hosting a number of retail complexes. Woodbury Avenue generally parallels the Spaulding Turnpike, and the mid- to late 20th construction of the latter morphed the automobile- and travel-focused commercial development along the turnpike and the roads that preceded it, into the sprawling suburban shopping mall complexes found along Woodbury Avenue. This transition into suburban-style commercial development has continued with the transition of the Pease Air Force Base (closed in the 1990s) in the Pease International Tradeport. At the time of the 2005 PAF, large-scale demolition of the former air force base facilities, including the extensive housing, had been demolished and some of the new office and commercial buildings had been erected. In the intervening period of time, this office park has continued to develop, partially due to the immediate proximity of the

Spaulding Turnpike, and the recent project's reconfiguration of Exit 3 to provide increased access into the Tradeport.

Seasonal Cabins to Year-Round Housing

The 2005 PAF details the transition of waterfront vacation development in Dover and Newington over the course of the 20th century, from tourist boarding houses such as Hilton Hall on Dover Point (not extant), to the renovation of former farmhouses into summer homes (such as the **Ira F. Pinkham House/Wentworth Summer Residence at 430 Dover Point Road, DOV0093**), to the establishment of cabins and camps clustered on former farm properties, and finally to the reestablishment of primarily year-round residency, achieved through the conversion or replacement of former cabins/cottages. Increasing automobile usage, and access to the Spaulding Turnpike, helped make the waterfront attractive to families who wanted seasonal vacation homes that still allowed commuting to jobs in nearby cities. Today, this commuter mentality has persisted, with Dover and Newington becoming "bedroom communities" where people reside but are employed elsewhere in the region (City of Dover 2014: 50; New Hampshire Employment Security, <https://www.nhes.nh.gov/elmi/products/cp/profiles-htm/newington.htm>).

This trend has continued along the waterfront, most notably within the current APE along Leighton Road and Heaphy Lane on Dover Point. Mid-20th century USGS maps show a dense cluster of buildings along these two roads,¹ a pattern often associated with waterfront cabin communities. The 1950 city directory's street index lists a number of "Summer Res" properties along (and off) Dover Point Road in the vicinity of Hilton Drive, further supporting that a cabin community was thriving here by the mid-20th century. Over the last several decades, all of the cabins have been replaced or altered for residential rather than recreational use. On Heaphy Lane, any remaining 20th century cabins have been removed in the past decade, with **8 Heaphy Lane** being the most recent replacement in 2014. New construction has occurred on Leighton Road as well, along with extensive renovations to existing buildings, such as at **20 Leighton Road**, where a second story was added to this 1950s house in 2014.

Along the Newington waterfront at Trickey's Cove, former farmland and apple orchards gave way to subdivided residential lots. The dwellings at **516 and 518 Shattuck Way (NWN0162 and NWN0163; NWN0161 is not extant)** were developed in the 1930s-1960s as part of a larger subdivision plan, and are located near the former sites of tourist businesses, such as the Newington Inn and Flagstone's Restaurant (not extant). Further west, farmland formerly associated with Henry Beane at Beane's Point was subdivided by descendants, and one of the earlier buildings may have been incorporated into the residence at **137 Beane Lane**. Beane Lane, a long drive leading north from Nimble Hill Road up to the bay, has late 20th and early 21st dwellings interspersed along its length, subdivided from the former Beane property. In 1937, descendants of Henry Beane had subdivided the land along the waterfront, and the parcel for 137 Beane Lane was deeded (Book 952; Page 186) to Richman S. Margeson (1902-1972), a descendent through his mother and future mayor of Portsmouth (1950-1952).² The **Great Bay Marine facility at 61 Beane Lane** was established in 1956 on the west side of Henry Beane's former land, and currently operates as a year-round boating facility, demonstrating the transition from seasonal use of the waterfront.

¹ Heaphy Road was not named until around the turn of the 21st century (M. Heaphy to N. Benjamin-Ma, pers. comm., July 2018.)

² Margeson's father, also Richman Margeson, was the builder of the 1894 Richman Margeson Estate, a summer retreat constructed nearby in Newington, in what is now the Great Bay National Wildlife Refuge. Listed in the National Register in 1990 (NR #90000873), the property was demolished in 2016.

20. Applicable NHDHR Historic Context(s) (See appendix C)

(updated September 2018)

- 70. Summer home tourism 1880-present
- 84. Automobile highways and culture, 1900-present
- 82. The railroads in New Hampshire, 1842-1960
- 124. Suburban/bedroom community growth in New Hampshire, c. 1850-present

21. Architectural Description and Comparative Evaluation

(updated September 2018)

There are 27 properties located within the current APE, which are primarily residential, accompanied by commercial properties, and structures and a park associated with the bridge crossings over the Little Bay.

Dover

The 2005 PAF notes that the south end of Dover Point largely exhibits mid- to late 20th century residential construction, with few extant examples of the area's previous agricultural and brick-making economic roots. Earlier properties within the current APE are located along Dover Point Road (Photos 1-8), reflecting its former importance as a major transportation corridor before being bypassed by the Spaulding Turnpike. The **Ida M. Dame House/Linwood Lodge at 441 Dover Point Road (DOV0090, Photo 8)**, a 2 ½-story gable front house with a succession of rear ells that extends along Leighton Road, was constructed c. 1900 for Ida Pinkham, one of several Pinkham family members with waterfront property along Dover Point that was used simultaneously for agriculture and brick-making. Her husband Herbert Dame was the station agent at Dover Point station. Within a few decades, the house changed hands and became the Linwood Lodge in 1925, before being converted into apartments after 1945. During their ownership of the property, the Dames built a store opposite the house on the other side of Leighton Road. The 1 ½-story store is extant, and is now part of **the John E. Pinkham House property at 439 Dover Point Road (DOV0091, Photos 6-7)**. Also on the property is the 1 ½-story c. 1865 house, and a one-bay c. 1930 garage. Across the street, another Pinkham property, the **Ira F. Pinkham House/Wentworth Summer Residence at 430 Dover Point Road (DOV0093, Photo 2)**, was constructed c. 1853 for farmer and brickmaker Ira Pinkham. This 1 ½-story sidehall house features a large wraparound porch with a pedimented entry. It was purchased as a summer residence by businessman Frank E. Wentworth and his wife Annie in 1912, who likely enclosed the porch and applied the asbestos shingles in the 1930s and 1940s. A 19th century barn associated with the house was recently removed. All three former Pinkham properties have been extensively altered and subdivided, resulting in a loss of their agricultural land and waterfront access, where brickmaking activities were based. The application of vinyl siding and windows, large additions, and major changes in fenestration are nearly universal, with the Ira F. Pinkham/Wentworth Summer Residence retaining the most materials and features, from its later early- to mid-20th century history. Amid the Pinkham properties is the c. 1945 1 ½-story Belanger House at **435 Dover Point Road (DOV0092, Photo 3)**. Constructed as a modestly-sized cape, alterations include a c. 1960 addition, the application of vinyl siding c. 1985, and construction of a deck in the 1990s. It is accompanied by a recently-constructed detached garage.

Leighton Way, a former driveway to the waterfront brickyards, became the site of seasonal cabins in the mid-20th century, with what is now Heaphy Way leading directly to the water (Photos 11-12). Virtually none of the former dense cluster of cabins are extant. The houses at **14 Leighton Road (Photo 15)** and **20 Leighton Road (Photo 17)** have the earliest apparent dates, from the 1950s, while the surrounding development dates from the late 20th and early 21st centuries. Alterations include replacement windows, possible changes in fenestration, and a 1990s garage at the former, and the recent addition of a second story and replacement siding on the latter. In the early 1970s, the Heaphy family replaced a seasonal cabin along the water with a 1 ½-story front-gable house featuring a large exterior chimney and decorative bargeboards (**9 Heaphy Lane, Photo 13**, construction date provided by M. Heaphy, pers. comm. July 2018). Since then, the other cottages have been removed and replaced with one- and two-story houses, some of which echo the modest size and shapes of the earlier cabins (**8 Heaphy Lane, Photos 11-12**), and others of which feature contemporary designs focused on waterfront views (**8 and 12 Leighton Road, Photos 10-11, 14**).

The **Hilton Park Roadside Safety Rest Area (historic name “Hilton Park,” DOV0150, Photos 18, 20-23)** is located at the tip of Dover Point, called Hilton Point, and consists of two park sections that flank the collective north approaches to the General Sullivan Bridge and the Little Bay Bridges. The land for the park was acquired between 1937 and 1940 for the creation of a recreational rest area at what was deemed a key point for automobile travelers – the approach to the newly-constructed General Sullivan Bridge. The east portion of the park was separated from the west portion with the construction of the Little Bay Bridge in 1966, and was developed more gradually over a few decades. Expansion of the Little Bay Bridge in the 1980s cut off access directly from the Spaulding Turnpike, changing its function from a rest area associated with the turnpike into a primarily local park. Since the 2005 PAF, Hilton Park Road has been constructed to connect both sides of the park, increasing access within its boundaries. The park provides passive recreation facilities, including picnic tables, boat ramp and docks, and playground equipment, as well as featuring two historic markers placed in the late 20th century.

The **General Sullivan Bridge (DOV0158, Photos 23, 25)** spans the Little Bay between Dover Point and Newington. It was completed in 1934 by the firm of Fay, Spofford & Thorndike, as one of the four textbook examples of the firm’s continuous bridge designs that were largely responsible for the adoption of long-span continuous trusses across the country (along with the Lake Champlain Bridge between Crown Point, NY and Chimney Point, VT, and bridges over the Cape Cod Canal in Bourne and Sagamore, MA). Not only did the bridges demonstrate the feasibility of analyzing stresses and the economic advantages in continuous designs, the bridges also became known for an elegant, three-part design of a through-arch truss flanked by deck trusses, which is evident in the General Sullivan Bridge. Construction of the bridge was also an integral part of the re-establishment of an old turnpike route between Portsmouth and Concord, with implications for the region’s transportation network. Now fully bypassed by the Little Bay Bridges, it is used for non-vehicular transportation. Alterations to the bridge are limited to the north side, where recent construction at the Little Bay Bridges resulted in the reconfiguration of the north approach, evidenced by a new access ramp and reconstruction of the north abutment. Next to the General Sullivan Bridge are a set of two adjacent bridges collectively called the **Little Bay Bridges (Photos 23, 24)**. By the 1960s, increased traffic on the Spaulding Turnpike necessitated the construction of the Eastern Turnpike Bridge, which carried southbound turnpike traffic while the General Sullivan Bridge continued to carry northbound traffic. In the 1980s, a second bridge was constructed directly adjacent to the Eastern Turnpike Bridge to carry the northbound traffic, known as the Capt. John Rowe Bridge. Together, the twin bridges carried traffic in both directions, bypassing the General Sullivan Bridge completely for automobile transportation. Beginning in 2011, the earlier

Little Bay Bridge set was largely reconstructed to carry northbound traffic, and a new bridge was constructed on the west side to carry southbound traffic.

Newington

The current APE in Newington consists of recent, large-scale commercial construction clustered around the Spaulding Turnpike (Photos 34-36, 40), with older residential properties scattered along the bay's waterfront. At the tip of Bloody Point is the oldest property surveyed in the APE, which is intimately connected to the long history of bridge crossings between Bloody Point and Dover Point. The **Newington Railroad Depot and Toll House at 24 Bloody Point Road (NWN0168/ NR #10000187, Photos 30-31)** marks the former south approach of the Portsmouth and Dover Railroad at a dedicated railroad bridge over the bay, just east of the General Sullivan and Little Bay Bridges. Constructed in 1873, the 2 ½-story building retains clapboard siding and wood trim, and is a relatively rare example of a depot that also served as a toll house and residence for the stationmaster/toll taker, resulting in a residential form for a railroad-related resource. The railroad tracks and bridge were removed following the abandonment of the line and the operation of the station in 1934. The building is in fair condition, currently vacant but "mothballed" for potential future use. While the tracks have been removed, a portion of the former railroad bed is intact though overgrown, and toppled stones that were part of the former bridge abutment are extant at the north end of the property.

Also located on Bloody Point, the **Axel Johnson Conference Center at 22 Bloody Point Road (Photos 29, 32)** is part of the Sprague Energy complex along the Piscataqua River waterfront. When the Atlantic Terminal Sales Corporation purchased the property c. 1931, owner John Holden chose a wooded area on site to place his residence; in the 1970s, then-owner Sprague Energy moved the Holden house and barn approximately ½-mile northwest to its current location, naming it the Axel Johnson Conference Center. The house is a five-bay cape with Colonial Revival-style details, and the form notes heavy-timber framing, suggesting the house may have been an earlier house moved by Holden from another location c. 1931, or that Holden re-used timber from the former shipyard. A 1 ½-story barn faces the house across a circular driveway.

West of the Spaulding Turnpike, a driveway off Shattuck Way leads to two modestly-sized residences adjacent to Trickey's Cove.³ The 1 ½-story, front-gable house at **516 Shattuck Way (NWN0162, Photo 39)** was constructed as early as the 1930s, and rises to a full two stories on a rear ell. It is fully clad in vinyl siding and has vinyl sash, exhibiting recent alterations. **518 Shattuck Way (NWN0163, Photo 39)** is located just beyond the first house, accessed via a short private drive resulting in limited visibility from the public way. It is a one-story, side-gable house, and as of September 2018 was undergoing replacement of its cladding with vinyl clapboards and cement-fiber shingles. A third house in this set, NWN0161, has been demolished since 2005. The recent expansion of Spaulding Turnpike necessitated the expansion of the Shattuck Way overpass, which was last reconstructed in 1983 during the last Little Bay Bridges expansion (**Newington 103/124, Photo 33**).

At the end of Beane Lane along the waterfront are two properties associated with the transition of the area away from agriculture in the 20th century. **The Great Bay Marine facility at 61 Beane Lane (Photos 41-42)** is a large marina with dock slips, exterior boat storage, service and painting shop, retail

³ In various documents and maps, this water body is spelled as "Trickys," "Tricky's," and "Trickey's." The latter is used in this document, to be consistent with current usage by the Newington Conservation Commission and the Rockingham Planning Commission.

supply store, and restaurant. It consists of a collection of approximately a dozen buildings along a long, paved driveway leading up to the water. The facility was established in 1956, though aerial photographs (www.historicaerials.com) indicate that nearly all of the facility's structures, consisting primarily of large sheds, were added in recent decades. At the north end of the driveway, the central portion of the combined office/retail shop/restaurant may date from the late 1950s or early 1960s, but aerial photos indicate the building was continuously added to and changed during the late 20th century. Further east, the Colonial Revival style house at **137 Beane Lane (Photos 43-44)** is perched above the water, at the end of a 1,000-ft. private drive that also accesses non-waterfront residential properties along its route. Its location prevents visibility of the property from the public way, though the rear portion of the property is visible from the easternmost docks of the marina. The 2003 Town of Newington assessor's photograph, and the view from the water, show a house comprising three main sections – a 1 ½-story front gable main block with a massive central brick chimney (rising a full two stories on the rear elevation), flanked by two side ells, one of which has extensive fenestration overlooking the water, and the other being a garage ell with farmhouse-inspired features such as a cupola ventilator and arched vehicular doors. The precise date of construction of the house, reported by the assessor as 1930, is unknown; however, documentary evidence and visual observation based on the assessor's photograph support this approximate date. The Colonial Revival-style cape is consistent with popular early 20th century styles, which was when the former farmland of the area was transitioning into secondary vacation properties. The Rockingham County Registry of Deeds Plan 899 (1937) shows a square-shaped building with roughly the same footprint and location as the current main block, indicating the building was already constructed, and the two ells were added after a later plan was drawn in 1977 (Plan 6767). A 1981 historic properties survey of Newington, conducted by the Strafford Rockingham Regional Council, recorded the property (survey #108) as being constructed in 1975, but added a caveat that there was construction on the house when it was surveyed, implying that visibility was impeded. An associated c. 1920 picnic shelter was surveyed nearby (survey #108), but it is not clear whether the picnic shelter is extant.

22. Statement of Significance

(updated September 2018)

Previously recorded and designated properties

Both Dover and Newington were subjects of town-wide area forms, which were used as references during the survey for the 2005 PAF. The **Dover Town-wide Area Form** was completed by Preservation Company in 1999, as part of the Dover, Somersworth, Rochester: Exit 10 Project. The **Newington Town-Wide Area Form** was completed as part of survey efforts for the Spaulding Turnpike project, utilizing a 1982 Preservation Company survey on behalf of the Strafford-Rockingham Regional Council.

Dover

Four properties on Dover Point Road within the current APE were recorded on individual inventory forms in 2005. The **Ira F. Pinkham House/Wentworth Summer Residence at 430 Dover Point Road (DOV0093, Photo 2)**, built c. 1853, is a 1 ½-story sidehall plan house oriented gable-end to the street, with an early 20th century one-story enclosed wraparound porch. The property, including the house and an associated barn, was determined 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. The property was subsequently recorded in a state-level

Historic American Building Survey report, prepared by VHB in 2012 (NH State No. 626). The barn was removed in 2011-2012.

The remaining three inventoried properties on Dover Point Road were determined not eligible in 2005, due to extensive alterations and concerns about integrity. The **John E. Pinkham House at 439 Dover Point Road (DOV0091, Photos 6-7)** is located at the northwest corner of Dover Point Road and Leighton Way, and consists of a c. 1865 house, detached c. 1930 garage, and a former store constructed in the early 20th century. On the southwest corner of the intersection is the 2 ½-story **Ida M. Dame House/Linwood Lodge at 441 Dover Point Road (DOV0090, Photo 8)**, constructed c. 1900 and later converted into a tourist hotel after 1925. The **Belanger House at 435 Dover Point Road (DOV0092, Photo 3)** was constructed c. 1945, and consists of a 1 ½-story cape and garage.

Recorded on an individual inventory form in 2005, the **Hilton Park Roadside Safety Rest Area (historic name "Hilton Park," DOV0150, Photos 18, 20-23)** was also considered as a potential contributing resource to the General Sullivan Bridge (DOV0158, see below), due to the direct association between the construction of the bridge and the park. At the behest of NHDHR, information regarding the evolution of the park continued to be collected and evaluated throughout 2005, and the final DOE (January 2006) determined the park was not eligible, either individually or as part of the General Sullivan Bridge eligible boundary, due to a loss of integrity. The DOE notes that if the Spaulding Turnpike project has the potential to physically impact the picnic pavilion, located in the west side of the park, this resource would need to be evaluated for individual eligibility. Described as having a pyramidal roof, fieldstone chimney with stone fireplaces, and square-sawn picnic tables, the pavilion has since been altered by the removal of the chimney and fireplaces and the replacement of the picnic tables with metal-framed versions. The framing remains intact (Photo 21).

The **General Sullivan Bridge (DOV0158, Photos 23, 25)** was first determined eligible in 1988, when a thematic review of continuous steel truss bridges was completed by FHWA, NHDOT, and NHDHR. Following the preparation of a 2005 inventory form, the eligibility of the bridge was re-confirmed and an extensive statement of significance discussed its historic significance under Criteria A and C, with significance under Criterion C at the national level, specifically. The Spaulding Turnpike project included rerouting the north approach to the General Sullivan Bridge, necessitating the reconstruction of the north abutment and the replacement of the approach with a new pedestrian/bike ramp leading up to the bridge from Dover Point Road. Prior to construction, an inventory form update for DOV0158 was prepared to elaborate specifically on the abutment design, and the abutments were recorded in a state-level Historic Property Documentation report (NH State No. 703, finalized April 2012). The inventory form was updated once again in August 2018, revising the architectural description, integrity, and eligible boundary to reflect construction associated with the Spaulding Turnpike project. The statement of significance was also updated to report the loss of comparable bridges since the 2005 inventory form, enhancing the eligibility of the General Sullivan Bridge as a rare extant survivor of early and influential long-span continuous truss design.

Newington

Four properties in Newington within the current APE have been previously documented, either individually or as part of an area form. Two additional inventoried properties, a c. 1940 house located **off Spaulding Turnpike (NWN0161)** and a c. 1940 ranch at **62 Nimble Hill Road (NWN0159)**, which determined not eligible in 2005, have been demolished since the forms were prepared. It should be noted that the house at 137 Beane Lane has not been recorded on an inventory form, but was included in a

1981 survey of Newington properties conducted by the Strafford Rockingham Regional Council as #108.

The **Newington Railroad Depot and Toll House at 24 Bloody Point Road (NWN0168/ NR #10000187, Photos 30-31)** was determined eligible for the National Register in a 2005 inventory form; it was subsequently listed in the National Register in 2010. It is historically significant under Criteria A and C, and the boundary includes the depot building, the remains of the former bridge abutment (the bridge is non-extant), the segment of Bloody Point Road leading up to the building, and a portion of the former railroad bed that was part of the parcel transferred by the Boston and Maine Railroad (successor to the Portsmouth and Dover Railroad) to the State of New Hampshire in 1940.⁴

Located at the tip of Bloody Point, the **Axel Johnson Conference Center at 22 Bloody Point Road (Photos 29, 32)** was recorded as part of a 2005 area form for the **Sprague Energy Area Form (NWN-SP)**. The form includes nearly two dozen resources within this 80-acre complex, which evolved from a shipyard to an oil storage facility over the course of the 20th century. Although recommended as not eligible in the form, the DOE requests additional information that was not completed due to the lack of potential impacts from the Spaulding Turnpike project. This includes an eligibility evaluation of the former John E. Holden House and barn as an individual resource, with a specialized focus on Criteria Consideration B.

Two mid-20th century houses located off Shattuck Way in the APE were inventoried in 2005, and both were determined not eligible due to a lack of integrity. At the time, the two Trickey's Cove waterfront properties were accessed from Spaulding Turnpike, but subsequent construction extended Shattuck Way to the south, changing the addresses. The house at **516 Shattuck Way (NWN0162, Photo 39, formerly 1223 Spaulding Turnpike)** is a 1 ½-story dwelling with a gable roof. The form notes the apparent discrepancy between the 1930 date recorded with the assessor and the appearance of the house on maps only after 1956, which suggests the building may have been moved to the site. A detached garage dates c. 1960. Located beyond this house along a private drive is **518 Shattuck Way (NWN0163, Photo 39, formerly 1227 Spaulding Turnpike)**, a small, one-story wood-framed dwelling constructed c. 1956.

Historical contexts and development patterns

The historical contexts represented by the properties in the APE reflect a subset of those included in the 2005. Properties such as the **Ida M. Dame House/Linwood Lodge, 441 Dover Point Road (DOV0090)**, **Ira F. Pinkham House/Wentworth Summer Residence at 430 Dover Point Road (DOV0093)**, **516 Shattuck Way (NWN0162)**, and **137 Beane Lane** in Newington demonstrate the contexts of Summer Home Tourism, 1880-present (#70) and Suburban/bedroom community growth in New Hampshire, c. 1850-present (#124), with both contexts often related to one another. The **General Sullivan Bridge (DOV0158)** and **Little Bay Bridges** are strongly associated with 20th and 21st changes in transportation patterns, and thus Automobile, highways and culture 1900-present (#84). Although not

⁴ The boundary map included in the 2010 National Register nomination for the Newington Railroad Depot and Toll House includes the John E. Holden House barn (see separate discussion for 22 Bloody Point Road and the Sprague Energy Area Form) within its limits; however, the barn is not discussed in the nomination or indicated on the map. The barn has no known direct historical association with the railroad, and its location within the National Register boundary appears to be coincidental, resulting entirely from the barn's later relocation within, and/or adjacent to, the former railroad bed. For the purposes of this form, the barn is considered a non-contributing resource within the Newington Railroad Depot and Toll House property boundary.

the most-represented context in the current APE, development of the railroad is exhibited by the **Newington Railroad Depot and Toll House (NWN0168/NR #10000187)**, along with its extant portion of the former railroad bed and former bridge abutment remains (The railroads in New Hampshire, 1842-1960, #82).

Recommendations for future survey work

An update to the **General Sullivan Bridge** inventory form (**DOV0158**) is recommended, and has already been submitted (August 2018). Although the previous evaluation for the Hilton Park Roadside Safety Rest Area (DOV0150) noted that the picnic pavilion should be individually recorded and evaluated in the event that direct impacts to the structure are anticipated, the pavilion has since been extensively altered with the removal of several historic features originally recorded (Photo 21). Updates to the pavilion's description and integrity can be accomplished through an update to the park's form.

As noted in the eligibility evaluation prepared by NHDHR for the Sprague Energy Area Form (NWN-SP), the **Axel Johnson Conference Center/ John E. Holden House at 22 Bloody Point Road** in Newington is a notable example of a Colonial Revival-style cape constructed at least as early as the 1930s. Observations made during the current fieldwork indicate that the property has likely not been appreciably altered since the 2005 evaluation, which requested that the house and associated outbuildings be individually evaluated for historic significance, with particular attention given to Criterion Consideration B for moved properties. Thus, this property is recommended for further study through an NHDHR individual inventory form.

There are some physical and documentary indications that the main block of the house at **137 Beane Lane in Newington** may be a relatively intact example of an early 20th century recreational vacation home, with potential significance under Criteria A and C. Although the property exhibits late 20th century alterations, the additions are lower than the main block, which maintains the latter's prominence.

More than ten years have elapsed since the following properties were evaluated in 2005; per NHDHR's survey policy, updates to the individual inventory forms should be prepared every ten years if there are changes in the resources, to ensure documentation of current conditions and re-evaluation of the integrity and significance of these resources. However, for several properties, a lack of integrity was cited in a determination of "not eligible," and this level of integrity has remained unchanged or has diminished since the previous determination. Details regarding integrity and recommendations for updated inventory forms are included in the discussion.

Ida M. Dame House/Linwood Lodge, 441 Dover Point Road (DOV0090)

When previously evaluated in 2005, the inventory form noted that the sidehall plan and details of this house were obscured by subsequent additions, alterations, and porch enclosures. Although the property was associated with summer tourism in the early 20th century, alterations to its character-defining features limited the ability of the property to convey this historic association. The DOE confirmed that due to integrity issues, the property was not eligible. Since 2005, the asbestos siding has been replaced with vinyl, and several windows contain vinyl sash. Due to the continued lack of integrity, this property is not recommended for further survey.

John E. Pinkham House, 439 Dover Point Road (DOV0091)

The 2005 inventory form documented several alterations to the property, including the application of vinyl siding to the house, which obscured any architectural detail (if originally present), replacement windows, and changes to the fenestration pattern. Similar alterations had diminished the integrity of the former store located on the property. Thus, the DOE concluded the property was not eligible, due to a lack of integrity. Both the house and former store have been resided in vinyl since the previous evaluation, and a new door and windows have been installed at the store building. As the integrity of the property continues to be diminished through ongoing alterations, it is not recommended that this property be reevaluated through an updated inventory form.

Belanger House, 435 Dover Point Road (DOV0092)

In 2005, the inventory form for the property noted that this modest, unadorned vernacular house type was widespread through the area in the mid-20th century. Alterations included the construction of an addition in the 1960s and the application of vinyl siding, resulting in a loss of integrity. It was recommended that the house lacked the integrity to convey the mid-20th century development of Dover Point. The DOE confirmed that alterations had precluded the level of integrity needed for eligibility. Since that time, the 6/1 wood sash windows have been replaced with 1/1 aluminum or vinyl versions. As the property still retains a low level of integrity, an updated inventory form is not recommended.

Hilton Park Roadside Safety Rest Area (DOV0150)

At the behest of NHDHR, information regarding the evolution of the park continued to be collected and evaluated throughout 2005, and the final DOE (January 2006) determined the park was not eligible, either individually or as part of the General Sullivan Bridge eligible boundary, due to a loss of integrity. The DOE notes that if the Spaulding Turnpike project has the potential to physically impact the picnic pavilion, located in the west side of the park, this resource would need to be evaluated for individual eligibility. Described as having a pyramidal roof, fieldstone chimney with stone fireplaces, and square-sawn picnic tables, the pavilion has since been altered by the removal of the chimney and fireplaces and the replacement of the picnic tables with metal-framed versions. The framing remains intact (Photo 21).

516 Shattuck Way (NWN0162)

The 2005 DOE for the property noted that this property was not eligible due to alterations. The form reported that additions had been made to the roof, and that replacement siding and windows were present throughout the house. Since that time, the aluminum siding has been replaced with vinyl; vinyl 1/1 sash windows are present as well. The property continues to display a low level of integrity, so an updated inventory form is not recommended.

518 Shattuck Way (NWN0163)

Similar to next-door 516 Shattuck Way (discussed above), in 2005 this property was determined not eligible due to alterations. The form reported the use of replacement vinyl siding, and that several of the windows had modern sash. The building is still clad in vinyl siding, including what appears to be vinyl shingle-textured siding on the side elevation, and some exposed underlayer suggest in-progress renovation. Only the bay window is visible from the public way, so it is unclear whether additional windows have been replaced. However, as the property still exhibits diminished integrity, it is not recommended for documentation on an updated inventory form.

23. Periods(s) of Significance

N/A

24. Statement of Integrity

(updated September 2018)

It is noted in the 2005 PAF that the Spaulding Turnpike project area exhibits mixed degrees of integrity; the current APE generally exhibits a low degree of integrity overall. Several areas, such as along Shattuck Way in Newington and Leighton Road/Heaphy Lane in Dover have been subject to nearly blanket demolition and/or infill. Historic resources overall include alterations, such as additions, changes to fenestration, and replacement siding and window sash, and most of the resources over 50 years old that were subject to prior NHDHR inventory and evaluation resulted in a determination of “not eligible” as a result of integrity concerns. The expansion of the Spaulding Turnpike, both in the late 20th century and resulting from the current project, has affected the integrity of setting overall. However, there are some properties, such as the **Newington Railroad Depot and Toll House (NWN0168/NR #10000187)** and **General Sullivan Bridge (DOV0158)**, which are less altered, and convey higher degrees of integrity of feeling, association, materials, design, and workmanship.

25. Boundary Justification

(updated September 2018)

As noted in the Methods and Purpose section (#17), development of the current APE was driven by the project’s potential area of direct and indirect impacts. As different alternatives are being evaluated, the project area consists of the widest range of collective components across alternatives, which is the direct impact area. The APE similarly includes the greatest range of potential indirect impacts represented by all the alternatives. The project area (representing the direct APE), and indirect APE are depicted on the Location Map (#15) and Sketch Map set (#16).

The potential direct impact area consists of the General Sullivan Bridge footprint, as well as a portion of the approach paths and areas leading to the bridge, to account for potential changes necessitated at these approaches. Additionally, a temporary detour for bicycles and pedestrians, to maintain connectivity during construction of the proposed work, may be placed on the northbound Little Bay Bridge. Short paths would connect the detour route to Shattuck Way in Newington, and Hilton Park Road in Dover.

Potential indirect impacts resulting from the project are limited to the visual impacts of potentially replacing the bridge superstructure, especially the recognizable central arched truss, and new approaches to the permanent and temporary bridge crossings. The resulting indirect APE is based on a combination of visual observation, maps, and evaluating geographical features to determine likely visibility. Along the roadways, some visibility of the work at the General Sullivan Bridge crossing is expected approaching the bridge. Any potential work at the approaches is likely to be limited in scale; therefore, visibility of this work component from local roads isn’t anticipated to extend beyond adjacent properties. Since the bridge is most visible from the Little Bay, the indirect APE also takes in several properties along the waterfront due to visibility of the General Sullivan Bridge, including some properties not discussed in the 2005 PAF. Visual impacts along the bay are governed by several factors, however,

which were used in the development of the indirect APE. The General Sullivan Bridge is most visible from the waterfront on the west side of the bridge, as the Little Bay Bridges impede views from the east of the crossing. The curvature of Dover Point in Dover towards the northwest, and a similar curvature just beyond Beane's Point in Newington towards the southeast, mark the end of visibility of the bridge, and thus the indirect APE, on the west side. Distance from the bridge crossing factors into the limits of visibility 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.

26. Boundary Description

N/A

27. Bibliography and/or References

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"John E. Pinkham House," 439 Dover Point Road, DOV0091, January 1991 and November 2004 (DOE February 2005).

"Ida M. Dame House/Linwood Lodge," 441 Dover Point Road, DOV0090, January 1991 and November 2004 (DOE February 2005).

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Book 1313, Page 263; April 19, 1954 (Doris Beane and Ida Bean Hammond to Landers and Griffin, Inc.)

Book 1678, Page 300; July 9, 1963 (Landers and Griffin to Great Bay Marine, Inc.)

Book 2537, Page 211; March 15, 1985 (Sharon N. Griffin to James P. Griffin, III)

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Dover 15', 1941

Portsmouth 7.5', 1956 and 1981

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28. Surveyor's Evaluation

NR listed: district ☐

individuals

within district ☐

Integrity: yes ☐

no ☐

NR eligible:

district ☐

not eligible ☐

more info needed ☐

NR Criteria: A ☐

B ☐

C ☐

D ☐

E ☐

If this Area Form is for a Historic District: # of contributing resources: _____

of noncontributing resources: _____

AREA FORM

**AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)**

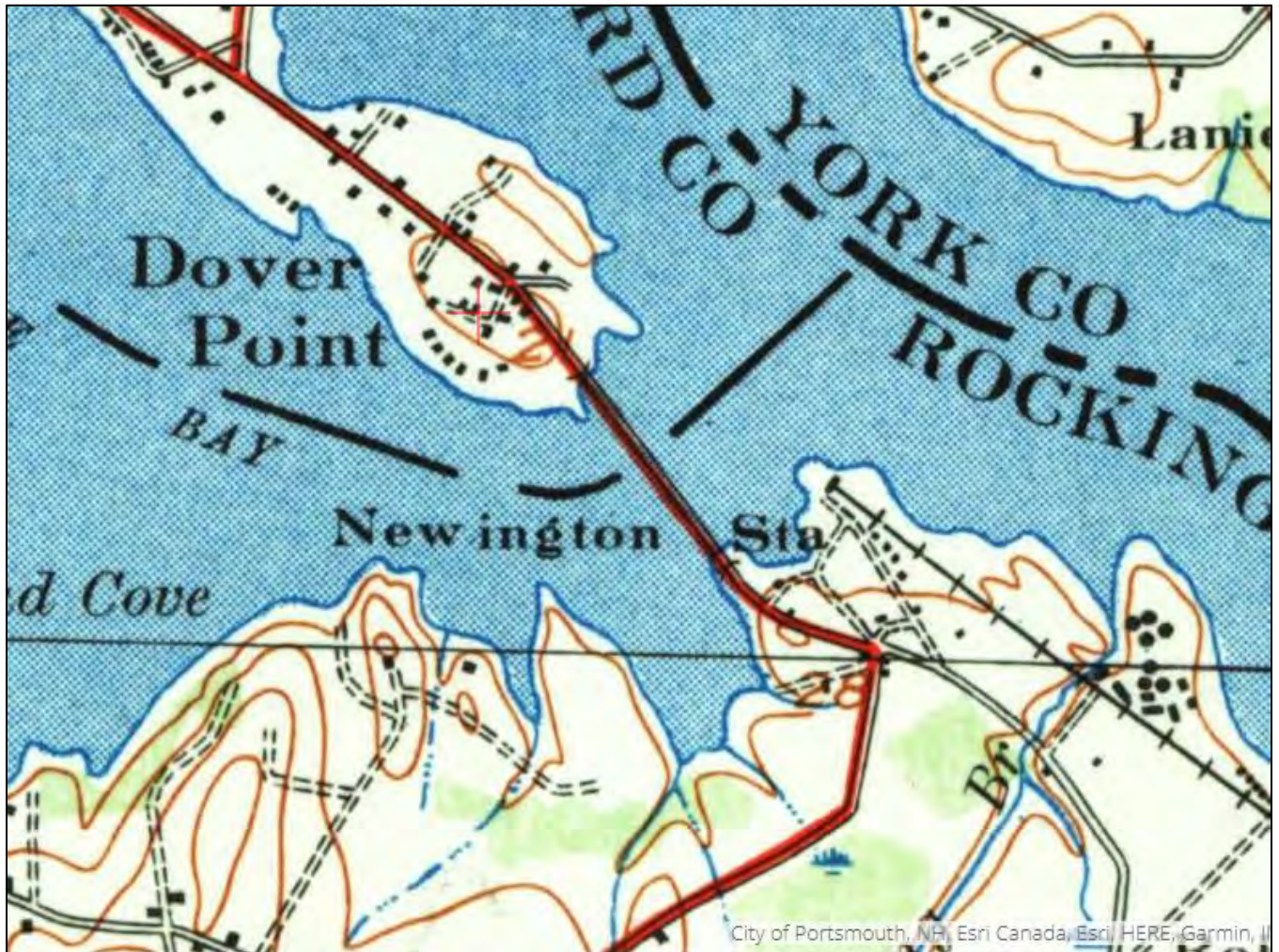


Figure 1. USGS topographic 15' quadrangle, *Dover*, 1941.

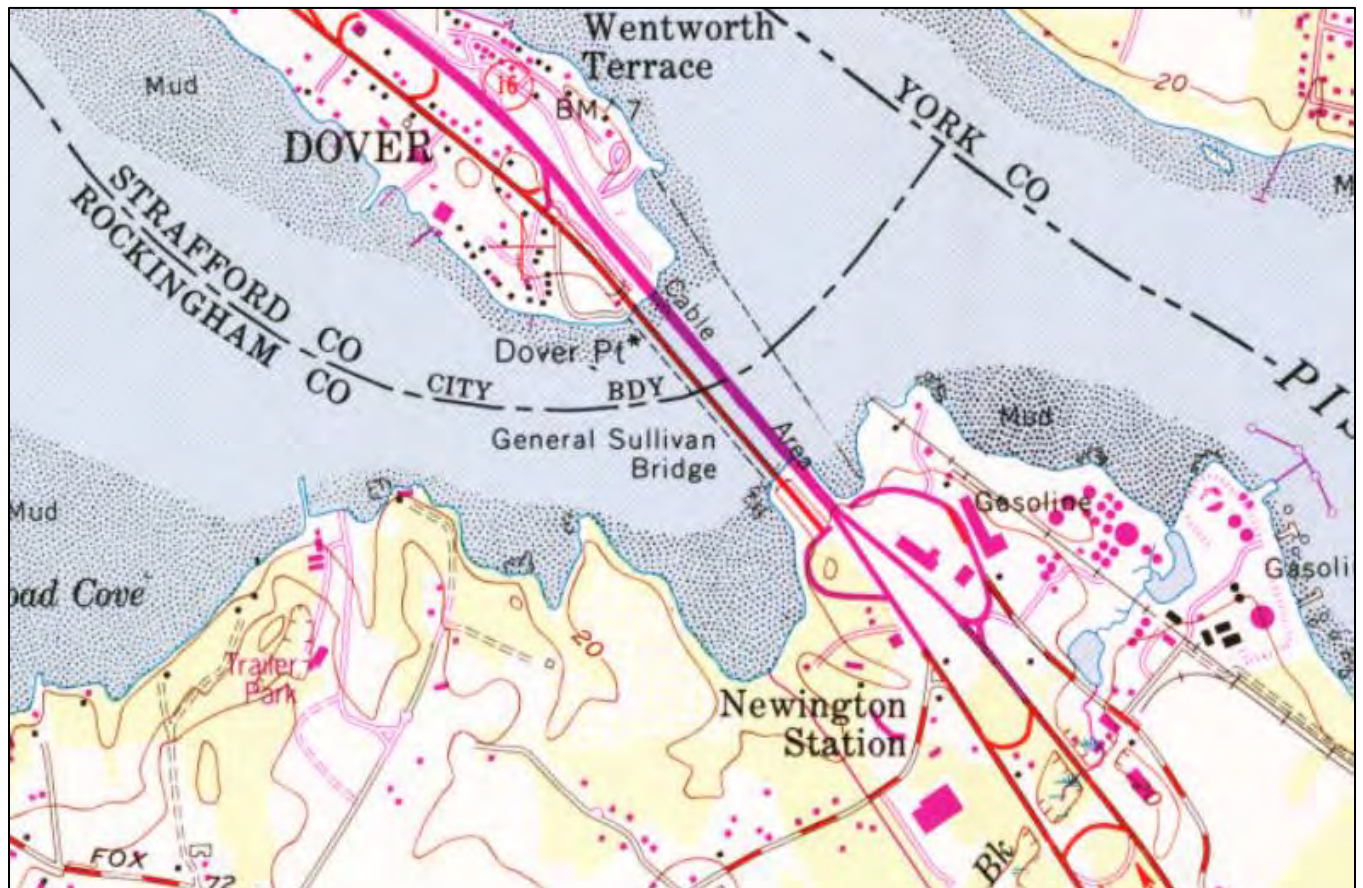


Figure 2. USGS topographic 7.5' quadrangle, *Portsmouth*, 1956.

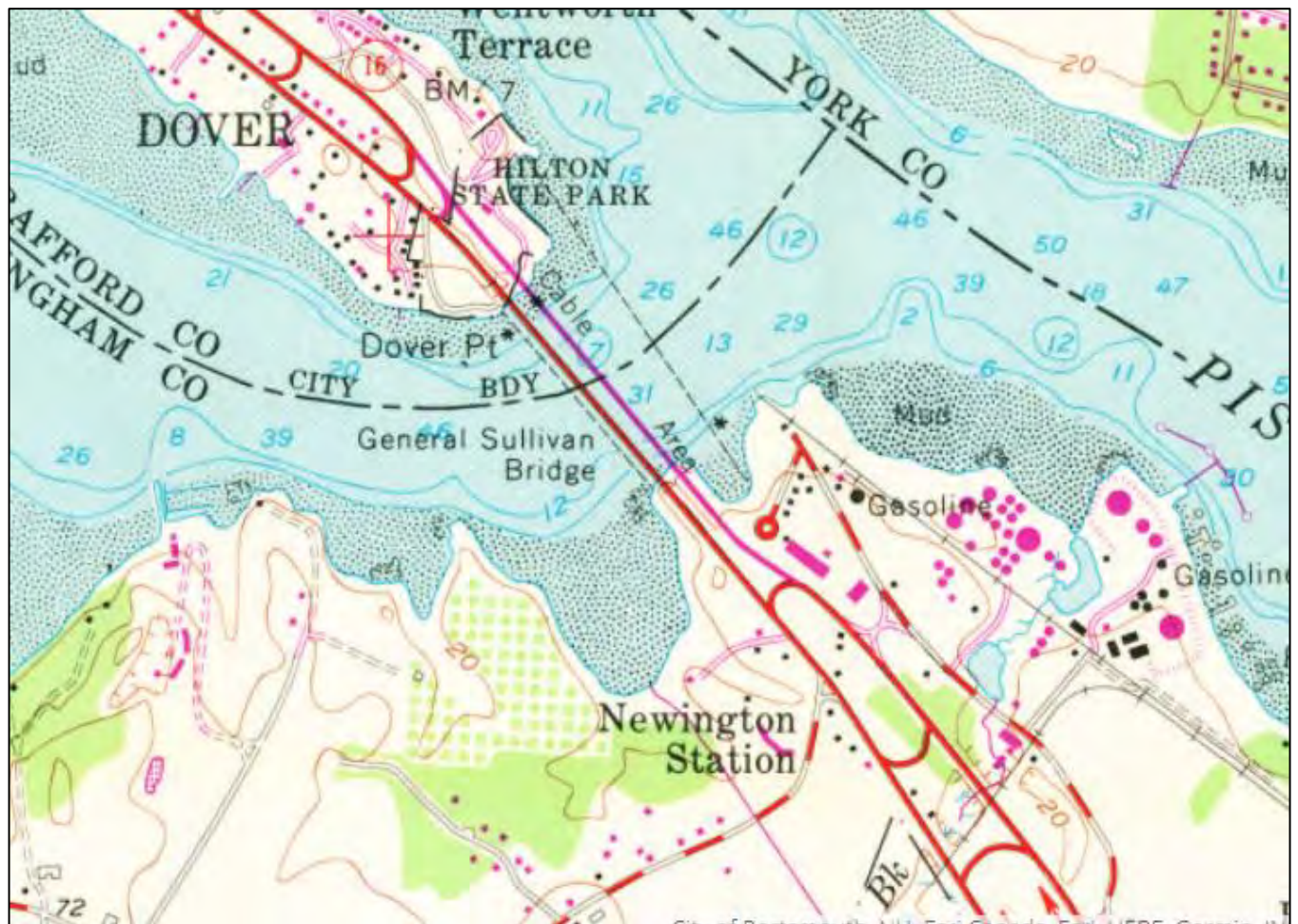


Figure 3. USGS topographic 7.5' quadrangle, *Portsmouth*, 1981.

Property Matrix

Town	Street #	Street Name	Property Name	Year Built	NHDHR #	Designation / Previous DOE	Resource Type	Rec. for further study	Photo #	Map #	Parcel
Dover	430	Dover Point Road	Ira F. Pinkham House/Wentworth Summer Residence	1853	DOV0093/ NH doc. #626	Eligible (A & C)	single-family residential (vacant)	N	2	1	08029-000000
Dover	435	Dover Point Road	Belanger House	1945	DOV0092	Not Eligible	single-family residential	N	3	1	08025-A00000
Dover	439	Dover Point Road	John E. Pinkham House	1865	DOV0091	Not Eligible	single-family residential	N	6-7	1	08025-000000
Dover	441	Dover Point Road	Ida M. Dame House/ Linwood Lodge	1900	DOV0090	Not Eligible	multi-family residential	N	8	1	08024-000000
Dover	8	Heaphy Lane		2014			single-family residential	N	11-12	1	08021-A00000
Dover	9	Heaphy Lane		c. 1970			single-family residential	N	13	1	08020-000000
Dover	12	Heaphy Lane		1999			single-family residential	N	12	1	08021-D00000
Dover	8	Leighton Road		1983			single-family residential	N	10	1	08023-000000
Dover	12	Leighton Road		2014			single-family residential	N	11,14	1	08022-000000
Dover	14	Leighton Road		c. 1950			single-family residential	N	15	1	08019-000000
Dover	16	Leighton Road		2003			single-family residential	N	16	1	08018-000000
Dover	19	Leighton Road		2011			single-family residential	N	14	1	08025-B00000
Dover	20	Leighton Road		1953, 2014			single-family residential	N	17	1	08017-000000
Dover	N/A	N/A	Hilton Park Roadside Safety Rest Area	1938	DOV0150		recreation	N	18, 20-23	1	08026-000000
Dover/New-ington	N/A	N/A	General Sullivan Bridge	1934	DOV0158/ NH doc. #703	Eligible (A & C)	bridge (non-vehicular)	Y (update completed August 2018)	23,25	1,2	N/A
Dover/New-ington	N/A	N/A	Little Bay Bridges	1983 and 2011			bridge (vehicular)	N	23,24	1,2	N/A
Newington	61	Beane Lane	Great Bay Marine Inc.	c. 1956	N/A	N/A	commercial	N	41-42	4	Map 6, Lot 9

AREA FORM

**AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)**

Town	Street #	Street Name	Property Name	Year Built	NHDHR #	Designation / Previous DOE	Resource Type	Rec. for further study	Photo #	Map #	Parcel
Newington	137	Beane Lane	N/A	c. 1930	N/A	N/A	single-family residential	Y	43-44	4	Map 6, Lots 6 & 8
Newington	22	Bloody Point Road	Axel Johnson Conference Center (Sprague Energy)	c. 1930	NWN-SP	N/A	single-family residential/commercial	Y	29,32	2,3	Map 7, Lot 14
Newington	24	Bloody Point Road	Newington Railroad Depot and Toll House	1873	NWN0168/NR #10000187	Listed 4/19/2010 (A&C)	railroad depot/toll house; includes RR ROW	N	30-31	2,3	Map 3, no lot number (State of NH owned)
Newington	N/A	N/A	Spaulding Turnpike Bridge over Shattuck Way (Newington 103/124)	1983, 2011	N/A	N/A	bridge (vehicular)	N	33	2,3	N/A
Newington	19	Nimble Hill Road	Portsmouth Sign Company	2010	N/A	N/A	commercial	N	40	2	Map 12, Lot 15
Newington	437	Shattuck Way	Rockingham Electrical Supply	1978	N/A	N/A	commercial	N	34	2,3	Map 7, Lot 6
Newington	516	Shattuck Way	N/A	c. 1930	NWN0162	Not Eligible	single-family residential	N	39	2	Map 7, Lot 5
Newington	518	Shattuck Way	N/A	c. 1956	NWN0163	Not Eligible	single-family residential	N	39	2	Map 7, Lot 4
Newington	521	Shattuck Way	Atco LanAir Inc.	c. 1985	N/A	N/A	commercial	N	38	2	Map 7, Lot 3
Newington	1149	Spaulding Turnpike	Mitchell's Gulf	1996	N/A	N/A	commercial	N	40	2	Map 7, Lot 19

Photograph Key

Photo #	Town	Street #	Street Name	Description	File #	Direction	Date	Map #
1	Dover	streetscape	Dover Point Road	View along Dover Point Road, into project area	1_11238S	SE	Aug. 2018	1
2	Dover	430	Dover Point Road	Ira F. Pinkham House/Wentworth Summer Residence, 430 Dover Point Road, DOV0093	2_11238S	N	Aug. 2018	1
3	Dover	435	Dover Point Road	Belanger House, 435 Dover Point Road, DOV0092	3_11238S	S	Aug. 2018	1
4	Dover	streetscape	Dover Point Road	View along Dover Point Road at Leighton Road	4_11238S	SE	Aug. 2018	1
5	Dover	streetscape	Dover Point Road	View along Dover Point Road near Leighton Road	5_11238S	NW	Aug. 2018	1
6	Dover	439	Dover Point Road	John E. Pinkham House, 439 Dover Point Road, DOV0091	6_11238S	W	Aug. 2018	1
7	Dover	439	Dover Point Road	John E. Pinkham House (store and garage), 439 Dover Point Road, DOV0091	7_11238S	SW	Aug. 2018	1
8	Dover	441	Dover Point Road	Ida M. Dame House/Linwood Lodge, 441 Dover Point Road, DOV0090	8_11238S	N	Aug. 2018	1
9	Dover	streetscape	Leighton Road	View along Leighton Road toward Dover Point Road	9_11238S	N	Aug. 2018	1
10	Dover	8	Leighton Road	8 Leighton Road	10_11238S	E	Aug. 2018	1
11	Dover	streetscape	Heaphy Lane	View along Heaphy Lane toward intersection with Leighton Road, 8 Heaphy Lane foreground	11_11238S	N	Aug. 2018	1
12	Dover	8,12	Heaphy Lane	View along Heaphy Lane toward waterfront, 8 Heaphy Lane (foreground) and 12 Heaphy Lane (background)	12_11238S	S	Aug. 2018	1
13	Dover	9	Heaphy Lane	9 Heaphy Lane	13_11238S	SW	Aug. 2018	1
14	Dover	12,19	Leighton Road	View along Leighton Road, 19 Leighton Road on left, 12 Leighton Road in background	14_11238S	E	Aug. 2018	1
15	Dover	14	Leighton Road	14 Leighton Road	15_11238S	S	Aug. 2018	1
16	Dover	16	Leighton Road	16 Leighton Road	16_11238S	S	Aug. 2018	1
17	Dover	20	Leighton Road	20 Leighton Road	17_11238S	SW	Aug. 2018	1
18	Dover	streetscape	Hilton Park Road	View along Hilton Park Road toward General Sullivan Bridge approach, Hilton Park Roadside Safety Rest Area ("Hilton Park") on right	18_11238S	SE	Aug. 2018	1
19	Dover	streetscape	Hilton Park Road	View along Hilton Park Road, approach ramp to General Sullivan Bridge on left, Spaulding Turnpike approach on right	19_11238S	NW	Aug. 2018	1
20	Dover	N/A	N/A	Hilton Park Roadside Safety Rest Area, DOV0150, west side	20_11238S	SE	Aug. 2018	1
21	Dover	N/A	N/A	Hilton Park Roadside Safety Rest Area, DOV0150, picnic pavilion	21_11238S	N	Aug. 2018	1
22	Dover	N/A	N/A	Hilton Park Roadside Safety Rest Area, DOV0150, east side	22_11238S	N	Sept. 2018	1

Photo #	Town	Street #	Street Name	Description	File #	Direction	Date	Map #
23	Dover/ Newington	N/A	N/A	View of Little Bay Bridges and General Sullivan Bridge from Hilton Park east side	23_11238S	S	Sept. 2018	1
24	Dover/ Newington	N/A	N/A	Little Bay Bridges	24_11238S	S	Sept. 2018	1
25	Dover/ Newington	N/A	N/A	General Sullivan Bridge, DOV0158	25_11238S	SE	Aug. 2018	1
26	Newington	N/A	N/A	South approach to General Sullivan Bridge from Shattuck Way	26_11238S	NW	Aug. 2018	2,3
27	Newington	streetscape	Shattuck Way	View along Shattuck Way from Bloody Point Road intersection	27_11238S	S	Sept. 2018	2,3
28	Newington	streetscape	Shattuck Way	View along Shattuck Way toward Spaulding Turnpike overpass	28_11238S	NW	Sept. 2018	2,3
29	Newington	streetscape	Bloody Point Road	View along Bloody Point Road, barn for 22 Bloody Point Road (NWN-SP) on right	29_11238S	NW	Sept. 2018	2,3
30	Newington	24	Bloody Point Road	Newington Railroad Depot and Toll House, 24 Bloody Point Road, NWN0168 (NR-listed)	30_11238S	N	Sept. 2018	2,3
31	Newington	N/A	N/A	View of Little Bay Bridges and General Sullivan Bridge from north end of Newington Railroad Depot and Toll House property	31_11238S	NW	Newington Railroad Depot and Toll House property	1,2,3
32	Newington	22	Bloody Point Road	Axel Johnson Conference Center, 22 Bloody Point Road, NWN-SP	32_11238S	NE	Sept. 2018	3
33	Newington	N/A	Shattuck Way	Spaulding Turnpike Bridge over Shattuck Way (Newington 103/124)	33_11238S	E	Sept. 2018	2,3
34	Newington	437	Shattuck Way	Rockingham Electrical Supply, 437 Shattuck Way	34_11238S	NW	Sept. 2018	2,3
35	Newington	streetscape	Spaulding Turnpike	View along Spaulding Turnpike	35_11238S	NW	Sept. 2018	2,3
36	Newington	streetscape	Spaulding Turnpike	View along Spaulding Turnpike	36_11238S	SE	Sept. 2018	2,3
37	Newington	streetscape	Shattuck Way	View along Shattuck Way, new extension	37_11238S	N	Sept. 2018	2
38	Newington	521	Shattuck Way	Atco LanAir Company, 521 Shattuck Way	38_11238S	NE	Sept. 2018	2
39	Newington	516	Shattuck Way	516 Shattuck Way, NWN0162 (front) and 518 Shattuck Way, NWN0163 (back)	39_11238S	W	Sept. 2018	2
40	Newington	1149	Spaulding Turnpike	Mitchell's Gulf, 1149 Spaulding Turnpike (left) and Portsmouth Sign Company, 19 Nimble Hill Road (right)	40_11238S	NE	Sept. 2018	2
41	Newington	61	Beane Lane	Great Bay Marine, 61 Beane Lane, office/shop/restaurant	41_11238S	W	Sept. 2018	4
42	Newington	61	Beane Lane	Great Bay Marine, view toward General Sullivan Bridge	42_11238S	NE	Sept. 2018	4
43	Newington	137	Beane Lane	137 Beane Lane (assessor's photo)	43_11238S	NW	Sept. 2018	4
44	Newington	137	Beane Lane	137 Beane Lane along waterfront	44_11238S	SE	Sept. 2018	4

AREA FORM

**AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)**

PHOTO KEY IS LOCATED ON PAGE 24-26 (index). See attached map set for locations and directions._____

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Canon Pixma MG7720, Canon Photo Plus Paper Glossy, and Canon CLI-271 inks.

(Color photos must be professionally printed.)

The negatives or digital files are housed at/with: VHB, Watertown, MA_____.

SIGNED:

Nicole J. Benjamin-Ma

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 1 Description: View along Dover Point Road, into project area

Reference (file name or frame #): 1_11238S

Direction: SE

Date: Aug. 2018



Photo # 2 Description: Ira F. Pinkham House/Wentworth Summer Residence, 430 Dover Point Road, DOV0093

Reference (file name or frame #): 2_11238S

Direction: N

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 3 Description: Belanger House, 435 Dover Point Road, DOV0092

Reference (file name or frame #): 3_11238S

Direction: S

Date: Aug. 2018



Photo # 4 Description: View along Dover Point Road at Leighton Road

Reference (file name or frame #): 4_11238S

Direction: SE

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 5 Description: View along Dover Point Road near Leighton Road

Reference (file name or frame #): 5_11238S

Direction: NW

Date: Aug. 2018



Photo # 6 Description: John E. Pinkham House, 439 Dover Point Road, DOV0091

Reference (file name or frame #): 6_11238S

Direction: W

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 7 Description: John E. Pinkham House (store and garage), 439 Dover Point Road, DOV0091
Reference (file name or frame #): 7_11238S Direction: SW Date: Aug. 2018



Photo # 8 Description: Ida M. Dame House/Linwood Lodge, 441 Dover Point Road, DOV0090
Reference (file name or frame #): 8_11238S Direction: N Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 9 Description: View along Leighton Road toward Dover Point Road

Reference (file name or frame #): 9_11238S

Direction: N

Date: Aug. 2018



Photo # 10 Description: 8 Leighton Road

Reference (file name or frame #): 10_11238S

Direction: E

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 11 Description: View along Heaphy Lane toward intersection with Leighton Road, 8 Heaphy Lane foreground
Reference (file name or frame #): 11_11238S Direction: N Date: Aug. 2018



Photo # 12 Description: View along Heaphy Lane toward waterfront, 8 Heaphy Lane (foreground) and 12
Heaphy Lane (background)
Reference (file name or frame #): 12_11238S Direction: S Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 13 Description: 9 Heaphy Lane
Reference (file name or frame #): 13_11238S

Direction: SW

Date: Aug. 2018



Photo # 14 Description: View along Leighton Road, 19 Leighton Road on left, 12 Leighton Road in background
Reference (file name or frame #): 14_11238S

Direction: E

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 15 Description: 14 Leighton Road
Reference (file name or frame #): 15_11238S

Direction: S

Date: Aug. 2018



Photo # 16 Description: 16 Leighton Road
Reference (file name or frame #): 16_11238S

Direction: S

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 17 Description: 20 Leighton Road
Reference (file name or frame #): 17_11238S

Direction: SW

Date: Aug. 2018



Photo # 18 Description: View along Hilton Park Road toward General Sullivan Bridge approach, Hilton
Park Roadside Safety Rest Area ("Hilton Park") on right

Reference (file name or frame #): 18_11238S

Direction: SE

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 19 Description: View along Hilton Park Road, approach ramp to General Sullivan Bridge on left, Spaulding Turnpike approach on right

Reference (file name or frame #): 19_11238S

Direction: NW

Date: Aug. 2018



Photo # 20 Description: Hilton Park Roadside Safety Rest Area, DOV0150, west side

Reference (file name or frame #): 20_11238S

Direction: SE

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 21 Description: Hilton Park Roadside Safety Rest Area, DOV0150, picnic pavilion

Reference (file name or frame #): 21_11238S

Direction: N

Date: Aug. 2018



Photo # 22 Description: Hilton Park Roadside Safety Rest Area, DOV0150, east side

Reference (file name or frame #): 22_11238S

Direction: N

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 23 Description: View of Little Bay Bridges and General Sullivan Bridge from Hilton Park east side
Reference (file name or frame #): 23_11238S Direction: S Date: Sept. 2018



Photo # 24 Description: Little Bay Bridges
Reference (file name or frame #): 24_11238S

Direction: S

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 25 Description: General Sullivan Bridge, DOV0158

Reference (file name or frame #): 25_11238S

Direction: SE

Date: Aug. 2018



Photo # 26 Description: South approach to General Sullivan Bridge from Shattuck Way

Reference (file name or frame #): 26_11238S

Direction: NW

Date: Aug. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 27 Description: View along Shattuck Way from Bloody Point Road intersection

Reference (file name or frame #): 27_11238S

Direction: S

Date: Sept. 2018



Photo # 28 Description: View along Shattuck Way toward Spaulding Turnpike overpass

Reference (file name or frame #): 28_11238S

Direction: NW

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 29 Description: View along Bloody Point Road, barn for 22 Bloody Point Road (NWN-SP) on right
Reference (file name or frame #): 29_11238S Direction: NW Date: Sept. 2018



Photo # 30 Description: Newington Railroad Depot and Toll House, 24 Bloody Point Road, NWN0168
(NR-listed)

Reference (file name or frame #): 30_11238S

Direction: N

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 31 Description: View of Little Bay Bridges and General Sullivan Bridge from north end of Newington Railroad Depot and Toll House property

Reference (file name or frame #): 31_11238S

Direction: NW

Date: Sept. 2018



Photo # 32 Description: Axel Johnson Conference Center, 22 Bloody Point Road, NWN-SP

Reference (file name or frame #): 32_11238S

Direction: NE

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 33 Description: Spaulding Turnpike Bridge over Shattuck Way (Newington 103/124)

Reference (file name or frame #): 33_11238S

Direction: E

Date: Sept. 2018



Photo # 34 Description: Rockingham Electrical Supply, 437 Shattuck Way

Reference (file name or frame #): 34_11238S

Direction: NW

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 35 Description: View along Spaulding Turnpike

Reference (file name or frame #): 35_11238S

Direction: NW

Date: Sept. 2018



Photo # 36 Description: View along Spaulding Turnpike

Reference (file name or frame #): 36_11238S

Direction: SE

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 37 Description: View along Shattuck Way, new extension
Reference (file name or frame #): 37_11238S Direction: N

Date: Sept. 2018



Photo # 38 Description: Atco LanAir Company, 521 Shattuck Way
Reference (file name or frame #): 38_11238S Direction: NE

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 39 Description: 516 Shattuck Way, NWN0162 (front) and 518 Shattuck Way, NWN0163 (back)
Reference (file name or frame #): 39_11238S Direction: W Date: Sept. 2018



Photo # 40 Description: Mitchell's Gulf, 1149 Spaulding Turnpike (left) and Portsmouth Sign Company,
19 Nimble Hill Road (right)
Reference (file name or frame #): 40_11238S Direction: NE Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 41 Description: Great Bay Marine, 61 Beane Lane, office/shop/restaurant

Reference (file name or frame #): 41_11238S

Direction: W

Date: Sept. 2018



Photo # 42 Description: Great Bay Marine, view toward General Sullivan Bridge

Reference (file name or frame #): 42_11238S

Direction: NE

Date: Sept. 2018

AREA FORM

AREA NAME: SPAULDING TURNPIKE: NEWINGTON-DOVER
PROJECT AREA, NWN-DOV (UPDATE SEPTEMBER 2018)



Photo # 43 Description: 137 Beane Lane (assessor's photo)

Reference (file name or frame #): 43_11238S

Direction: NW

Date: Sept. 2018

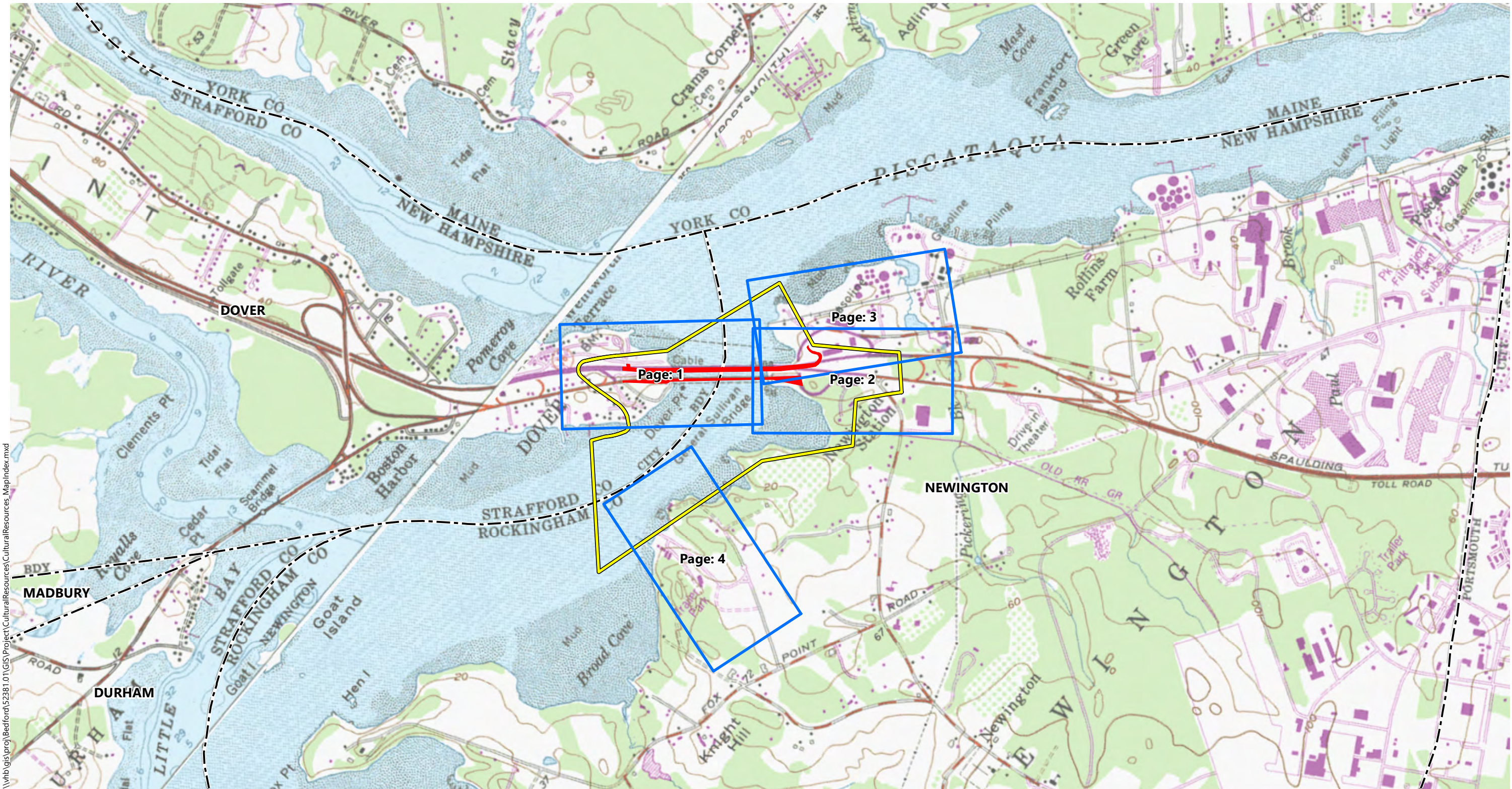


Photo # 44 Description: 137 Beane Lane along waterfront

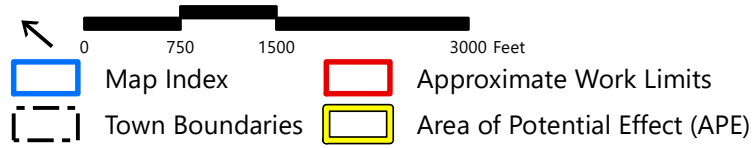
Reference (file name or frame #): 44_11238S

Direction: SE

Date: Sept. 2018



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Newington-Dover 11238S



Newington and Dover, NH

**General Sullivan Bridge
Project Area Form**

Map Index

Source: NHGRANIT, VHB



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- Approximate Work Limits
- Area of Potential Effect (APE)
- Parcel Boundaries
- Town Boundaries

- Recommended For Further Survey
- Surveyed Property
- Previously Recorded Property (DOE Not Eligible)
- Previously Recorded Property (DOE Eligible or NR-listed, Shown with Boundary)

- Previously Recorded Area
- Demolished Buildings (Since Aerial Taken)
- Photo Location

Newington-Dover 11238S



Newington and Dover, NH

General Sullivan Bridge
Project Area Form



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- | | | | | | |
|--|--------------------------------|--|---|--|---|
| | Approximate Work Limits | | Recommended For Further Survey | | Previously Recorded Area |
| | Area of Potential Effect (APE) | | Surveyed Property | | Demolished Buildings (Since Aerial Taken) |
| | Parcel Boundaries | | Previously Recorded Property (DOE Not Eligible) | | Photo Location |
| | Town Boundaries | | Previously Recorded Property (DOE Eligible or NR-listed, Shown with Boundary) | | |

Newington-Dover 11238S

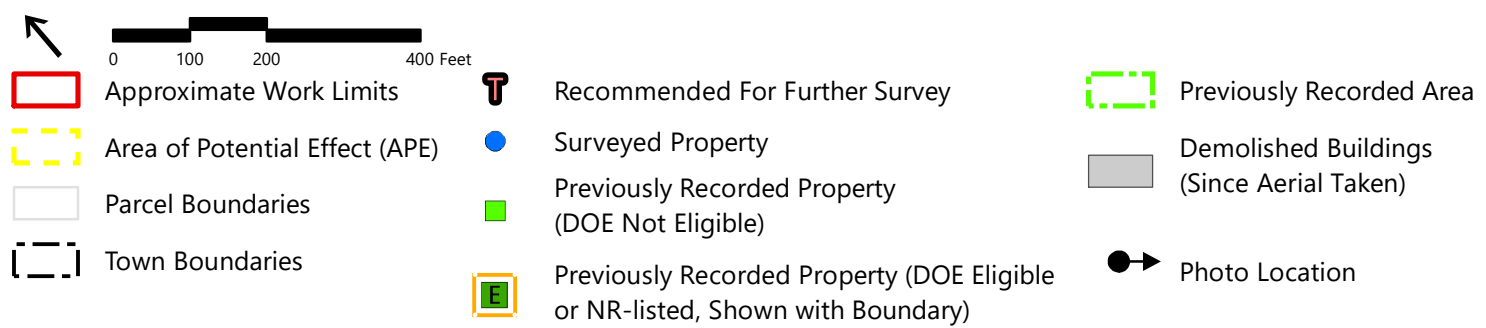


Newington and Dover, NH

**General Sullivan Bridge
Project Area Form**



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Newington-Dover 11238S

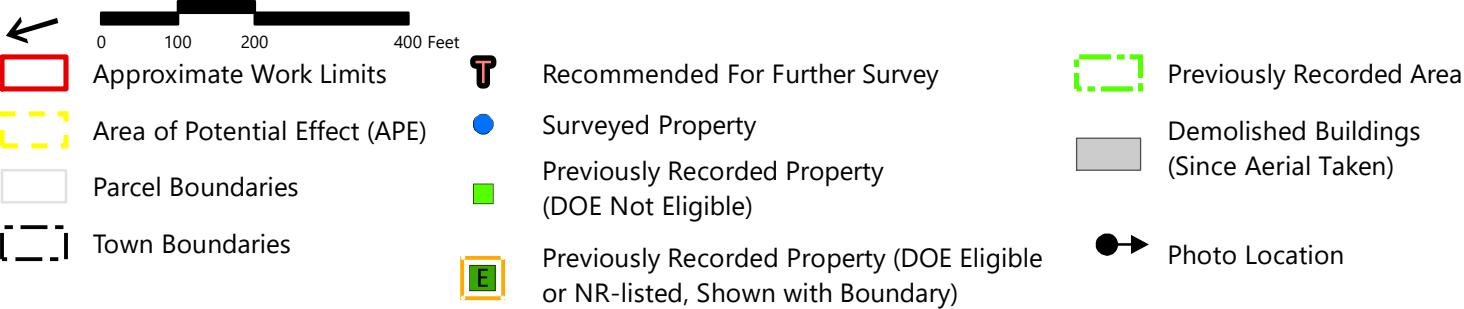


Newington and Dover, NH

**General Sullivan Bridge
Project Area Form**



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Newington-Dover 11238S



Newington and Dover, NH

**General Sullivan Bridge
Project Area Form**