



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Commissioner

David Rodrigue, P.E.
Assistant Commissioner

Michelle Winters
Deputy Commissioner

Bureau of Highway Design
Tel. (603) 271-2171
Fax (603) 271-7025

February 4, 2026

Director Heather Shank
Chair, Council on Resources and Development
NH Department of Business and Economic Affairs
100 North Main Street
Suite 100
Concord, NH 03301

Re: Sale of 2.29+/- acre area in Newington, NH

Dear Director Shank:

The Department of Transportation (NHDOT) proposes selling approximately 2.29 acres of land in Newington, NH in accordance with NH RSA 4:40. NHDOT requests the Council on Resources and Development (CORD) review the attached surplus property application to determine if the state interest would be best served by disposing of this property.

NHDOT proposes marketing this property for sale in accordance with Section E.ii of the "Memorandum of Agreement among New Hampshire Department of Transportation, Federal Highway Administration, and the New Hampshire State Historic Preservation Officer (MOA)." This MOA stipulated specific measures that the Department must meet to transfer the Bloody Point property to a new entity. NHDOT met stipulations E.i.a and E.i.b and submitted these materials to the Town of Newington along with an appraisal of the property's fair market value. The Town responded to NHDOT stating that "The Selectmen have discussed this issue at length and determined the town will not be pursuing purchase of the Bloody Point Depot property." Disposing of this surplus property with historical covenants will alleviate the NHDOT of future maintenance and require the building to be retained in the same or better condition and that any future rehabilitation by the owner meets the Secretary of the Interior's Standards for Rehabilitation.

Please submit this application to the CORD for review at its next meeting. If you have any questions, please contact either Michael Mozer at (603) 271-7421 or Eric Sargent (603) 271-3222.

Sincerely,

Tobey L. Reynolds, P.E.
Director of Project Development

cc: Michael Mozer
Eric Sargent
Jill Edelman

Council on Resources and Development
REQUEST FOR SURPLUS LAND REVIEW ACTION

Name of Requesting Agency: Transportation

Agency Contact Person: Eric Sargent
Address: 7 Hazen Drive, PO Box 483, Concord, NH 03302
Phone Number: (603) 271-3222
E-Mail: Eric.G.Sargent@dot.nh.gov

Applicant Contact Person: Michael Mozer
Address: 7 Hazen Drive, PO Box 483, Concord, NH 03302
Phone Number: (603) 271-7421
E-Mail: Michael.J.Mozer@dot.nh.gov

Location of Property: Bloody Point Road, Newington, NH Tax Map XX, Lot XX

Acreage: 2.3 +/-

Requested Action: Sale of Property

Term of Lease or Easement: N/A

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Please complete ALL questions below and submit one digital copy via email and one hardcopy with original signatures, of the completed application to:
NH Bureau of Economic Affairs
Attn: NH Office of Planning & Development
100 North Main St, Suite #100,
Concord, NH 03301
Attn: Brendan McDowell, Principal Planner brendan.m.mcdowell@livefree.nh.gov

1. What is the current use of this property?

The property is currently not used. The Railroad Depot is in a state of disrepair and needs to be stabilized to prevent further deterioration from occurring.

2. What is the proposed use of this property if surplused? Please note if proposed use is intended to create a public benefit.

Depending on the buyer, the proposed use may be residential or commercial. Undetermined if it will result in a public benefit at this time.

3. Does the proposed use of this property entail new development? Yes No

a. If yes, is it consistent with adjacent and existing development? Yes No

b. Please describe how the proposed new development differs from or is similar to its surroundings. Also indicate how it may initiate a future change in the use of the property or its surroundings.

Depending on the buyer, limited new development on the property in addition to rehabilitation of the existing structure may occur.

4. Are there any structures located on this property? Yes No

a. If yes, please describe the structures including how many and what kind?

The Newington Railroad Depot was built in 1873 and originally served as the rail stop in Newington for the Portsmouth and Dover Railroad. There is currently one building which combines a railroad depot and the residence for the station master/toll taker.

The Newington Depot is a 2½-story, 5 x 2 bay, side-gabled structure measuring 32'-6" x 20'-5" with a single-story, 20' x 10'-6" kitchen wing projecting from its south end. The building is set on a brick foundation featuring a top course of header bricks, it was constructed with a balloon frame typical to the 1870s, and is now clad in unpainted cedar clapboards with simple corner boards and trim.

5. Are there historical architectural or archaeological resources identified on this site?

Yes No

a. If yes, describe the resource(s)?

The Newington Depot was listed to the National Register of Historic Places in 2010 as the Newington Depot/ Toll House/ Stationmaster's House (NR 10000187), with the building and the remains of the former bridge abutment as contributing features. Areas of archaeological sensitivity have also been identified on the property.

b. If no, contact the NH Division of Historical Resources prior to application submission.

6. Is there any existing development or structures on adjacent sites? Yes No

a. If yes, describe the use and number of structures of adjacent sites.
If no, where is the nearest development? (Describe distance, use, and number)

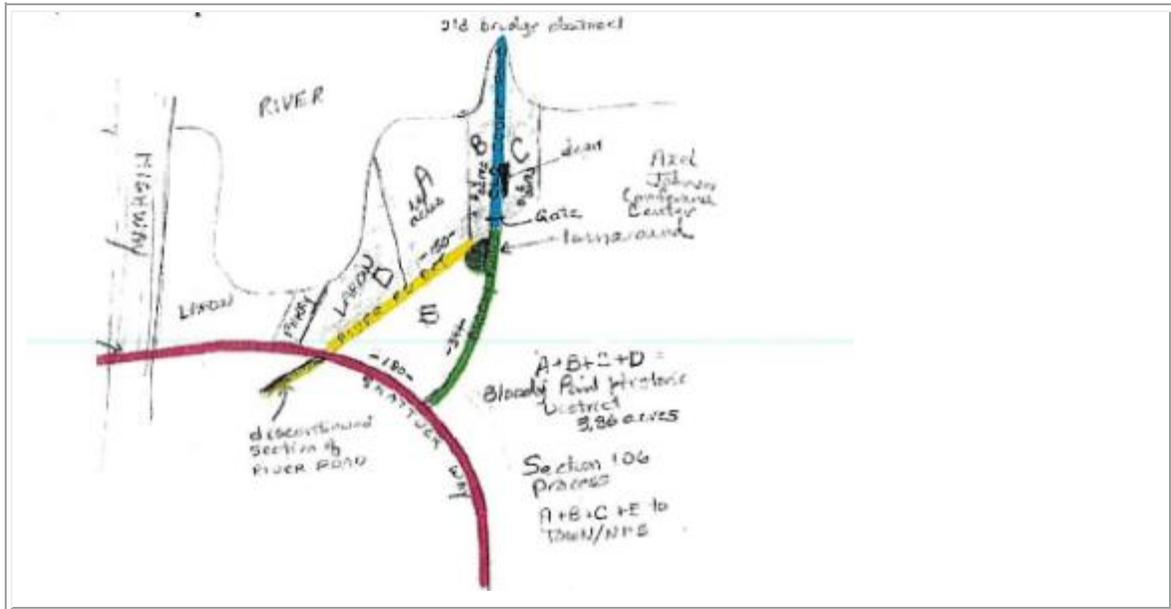
There are two commercial properties to the east of the property along Bloody Point Road which contain houses/office buildings. There are no properties and buildings to the west of the property. The northbound Little Bay Bridge is located approximately 600 ft to the west of the property. Adjacent property to the west is owned by The NHDOT - Bureau of Turnpikes and is Limited Access ROW.

7. Does the site represent the entire state property in this location? Yes No

a. If no, please describe its relationship to the entire state holding (percentage of total acreage, percentage of overall rail length, etc).

The Newington Depot is set on 3.87 acres of land bounded by Little Bay to the north and the Spaulding Turnpike/Route 16 and General Sullivan Bridge to the east.

The tracts of land being discussed for surplus consist of 2.3 acres identified as tracts A, B, and C in the below sketch only as they convey the properties surrounding the historic Bloody Point Railroad Depot. Tracks D and E would remain with the Department.



8. Is access to this property available? Yes No

a. If yes, how is the site accessed? (from rail, water, across applicant's property, etc)

Access to the property can be by Bloody Point Road off of Shattuck Way or from the Piscataqua River.

b. If yes, is there a potential for public access interruption? Yes No

9. Are there water resources related to this property, such as:
 Lakes/Ponds - Yes No OR Rivers - Yes No OR Wetlands - Yes No?

a. If yes, please indicate the size or extent of such resources.

The Piscataqua River is a 12-mile-long (19 km) tidal river forming the boundary of the states of New Hampshire and Maine from its origin at the confluence of the Salmon Falls River and Cochecho River to the Atlantic Ocean. The drainage basin of the river is approximately 1,495 square miles (3,870 km²), including the subwatersheds of the Great Works River and the five rivers flowing into Great Bay: the Bellamy, Oyster, Lamprey, Squamscott, and Winnicut.

b. If yes, briefly describe how the requirements of RSA 483-B (Shoreland Water Quality Protection Act) apply to potential development of this property:

Bloody Point is bordered by the Piscataqua River, which is a tidal river flowing into Great Bay. Therefore, all shorelands adjacent to the Piscataqua at Bloody Point are within the 250-foot protected shoreland zone, with stricter regulations in the first 50-150 feet for development, vegetation management, and impervious surfaces

c. If yes, briefly describe how any municipal zoning requirements for buffers or setbacks from lakes, rivers or wetlands apply to potential development of this property:

Unknown.

d. Is the property within 250 feet of a lake/pond or river/stream? Yes No

e. If lakes or rivers are related to this property, describe current public or private access from the site to the water body? Public Private No Access Available

Description: There is currently no direct access for the public to the Piscataqua River from this property.

f. How would the proposal affect the access opportunities described in e?

[Empty text box for response to question f]

10. Please identify any other significant resources or sensitive environmental conditions known to be located on or adjacent to this property.

	Yes (property)	Yes (adjacent property)	No
a. Steep slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands (Prime and NWI)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Threatened or endangered species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Wildlife Action Plan Critical Habitats	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Increased impervious surface	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Potential stormwater flow changes.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Agricultural soils of prime, statewide, or local importance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Potential river channel change	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Other special designations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please provide a description for any "yes" responses to question #10.

c. Threatened and Endangered species were identified in a 2021 NHB search that identified Atlantic Sturgeon, Shortnose Sturgeon, and Cliff Swallows as being located within 1 mile of the property. No species were identified as being "on" the property.

g. Soils on the parcel were identified as "prime farmland soils" according NH GRANIT.

Attach photographs and maps of the property. Maps should highlight the requested property location and help to adequately place the property within the town.

- a. Municipal tax map copy showing all abutters
- b. General location map with scale, north arrow, nearby roads, and water bodies/features*
- c. Aerial Photograph*
- d. Any site plans for new or proposed development prepared at the time of application
- e. Maps depicting rail lines, wetlands, conservation lands, rare species and exemplary natural communities, or topographic features are welcome but not required

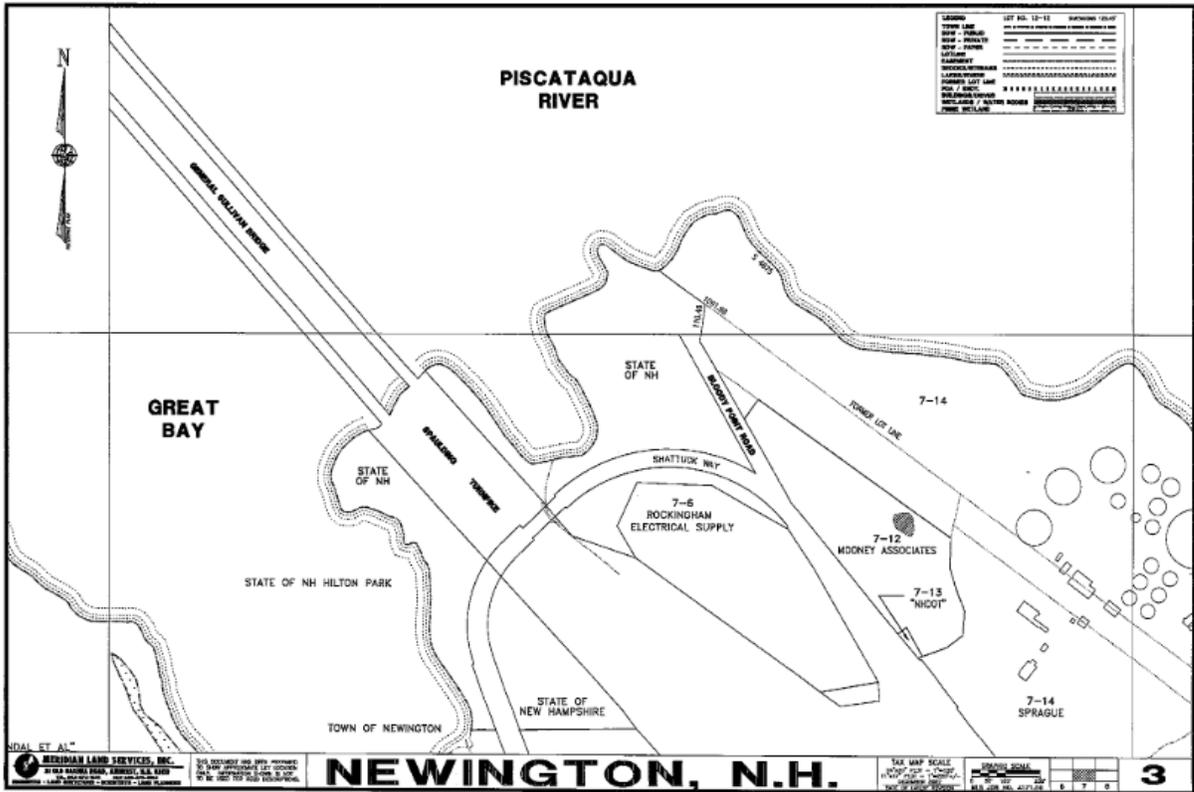
* Maps can be created with GIS, Google, Mapquest, GRANIT data mapper, or any other readily available mapping service.

Please paste any maps and photographs submitted as part of this application here.

Map by NH DOT Parcel Mosaic Viewer



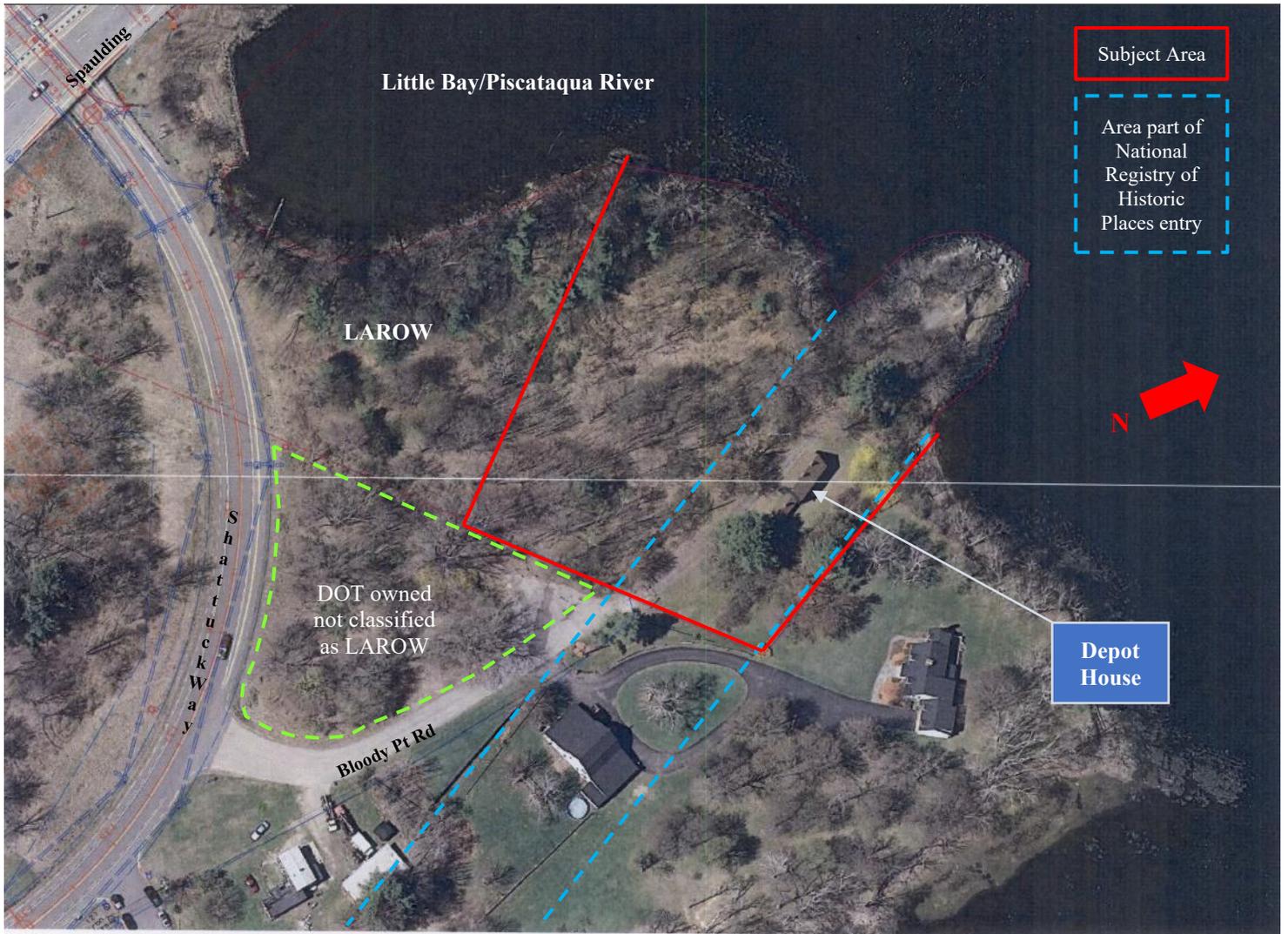
NHDOT Parcel Viewer Map



Newington Tax Max #3



Location Map



Bolded Red = Approximate Bloody Point Parcel
 Dotted Blue = Area on National Register of Historic Places entry in 2010

Map of Bloody Point

Bloody Point Photos



Photo 1: Looking northwest from the driveway to the Railroad Depot



Photo 2: Looking southeast from the Railroad Depot towards Bloody Point Road



Photo 3: Looking southeast at the Railroad Depot



Photo 4: Looking northwest from the Railroad Depot towards the Piscataqua River



Photo 5: Looking north at the tip of the property and the Piscataqua River



Photo 6: Looking south from the tip of the property at the Spaulding Turnpike



Photo 7: Looking east from the tip of the property at the Little Bay and General Sullivan Bridges

VOTING MEMBERS

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Chair
Conservation
Community

Larry T. Spencer
Vice Chair
Conservation
Commissions

Christopher Hodgdon
NH Fish & Game
Commission

Brooke Kenline-Nyman
Historic/Archeological
Interests

Frederick J. McNeill
Municipal Officer

Madeleine Mineau
Granite State
Hydropower Assoc.

Carl Paulsen
Recreational Interests

Cory Ritz
Local River Management
Advisory Committees

Mitchell Thayer
Business & Industry
Association

Vacant
Public Water Suppliers

Vacant
Agricultural Community

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Cultural Resources

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Department

Heather Shank
NH Dept. of Business
and Economic Affairs

Allen Wyman
NH Dept. of Agriculture,
Markets & Food

STAFF

Tracie Sales
Program Administrator

Sydney Gendreau
Program Assistant

NH Rivers Management Advisory Committee

NH Rivers Management and Protection Program



February 19, 2026

Mr. Brendan McDowell
New Hampshire Department of Business and Economic Affairs
Council on Resources and Development
100 North Main Street, Suite #100
Concord, NH 03301

RE: 2026 CORD SLR 001 Bloody Point

Dear Mr. McDowell,

The Rivers Management Advisory Committee (RMAC) has reviewed the 2026 Council on Resources and Development (CORD) Surplus Land Review (SLR) 001 Bloody Point. This SLR is a proposed disposal by the New Hampshire Department of Transportation (NHDOT) of a 2.3 acre property located in the Town of Newington along the Piscataqua River. This property abuts the river and has a historic building on site.

On February 18, 2026, the RMAC decided in a unanimous vote to recommend that 2026 CORD SLR 001 Bloody Point in Newington, NH is retained in state ownership due to its public access, recreation and historic values, and to include the condition that any of the unfulfilled requirements specified in stipulation I.E in the Memorandum of Agreement between NHDOT, the Federal Highway Administration (FHWA) and the New Hampshire State Historic Preservation Officer regarding the General Sullivan Bridge project (NHDOT Project Newington-Dover 11238S, FHWA Project NHS-027-1(37)) become a condition of conveyance of the property.

Pursuant to RSA 483:14 I, "No state-owned property adjacent to or providing access to a river shall be disposed of by the state except upon the review and recommendation of the advisory committee."

The RMAC is a legislatively created body charged to work with NHDES to administer RSA 483, the Rivers Management and Protection Program. The Governor and Council appointed Committee is comprised of members from business, agriculture, hydroelectric, municipal government, water supply, conservation, recreation, fish and game, and historical interests.

Should you have any questions regarding this letter, please feel free to contact me at 603.796.2615 or MLT@naturesource.net.

Sincerely,

Michele L. Tremblay
Chair

cc: RMAC Representatives
Thomas Quarles, Public Waters Access Advisory Board
Robert R. Scott, Commissioner, NHDES
Tracie Sales, Rivers and Lakes Programs Administrator, NHDES

**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 NHSHPO 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, NHSHPO, and FHWA. NHDOT, in consultation with NHSHPO 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 NHSHPO 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 NNSHPO for a review and comment period of 45 days.
 - v. After addressing NNSHPO 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 NNSHPO; a single hard copy and one electronic copy will be provided. The NNSHPO 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 NNSHPO 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 NNSHPO, 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 NNSHPO, 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. NHSHPO 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, NHSHPO 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 NHSPO, 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, NHSPO, 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 NHSPO, 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 NHSPO.

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, NHSHPO, 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. NHSHPO 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, NHSHPO 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 NHSHPO. FHWA and the NHSHPO 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 NSHPO 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: _____ Date: 11-10-2021
Patrick A. Bauer
NH Division Administrator

NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

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

CONCURRING PARTIES:

TOWN OF NEWINGTON, NEW HAMPSHIRE

By: _____

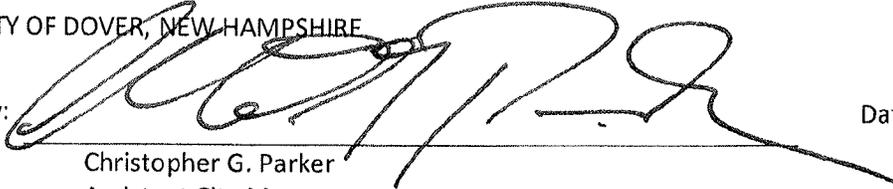
Ted Connors
Board of Selectmen, Chair

Date: _____

CONCURRING PARTIES:

CITY OF DOVER, NEW HAMPSHIRE

By:



Christopher G. Parker
Assistant City Manager

Date:

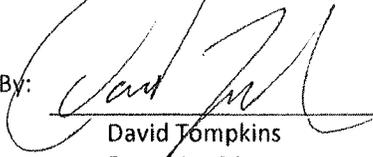
10/19/21

Newington-Dover, General Sullivan Bridge
NHS-027-1(37)
112385
Page 12 of 12

CONCURRING PARTIES:

WOODMAN MUSEUM

By:



David Tompkins
Executive Director

Date:

11/4/21



State of New Hampshire
DEPARTMENT OF NATURAL & CULTURAL RESOURCES
DIVISION OF HISTORICAL RESOURCES

172 Pembroke Road Concord, New Hampshire 03301
Phone: 603-271-3483 Fax: 603-271-3433
TDD Access: Relay NH 1-800-735-2964
nhdhr.dncr.nh.gov



February 18, 2026

Brendan McDowell
Business and Economic Affairs
100 North Main Street, Suite 100
Concord, NH 03301

Re: Surplus Land Review
2026-001 SLR – Bloody Point, Newington, NH (2026PR00119)

Dear Mr. McDowell:

In accordance with RSA 227-C:9, the Division of Historical Resources (NHDHR) has been asked to comment on the potential easement associated with the above-referenced project. The Department of Transportation (NHDOT) proposes selling approximately 2.29 acres of land in Newington, NH in accordance with NH RSA 4:40. NHDOT proposes marketing this property for sale in accordance with Section E.ii of the "Memorandum of Agreement among New Hampshire Department of Transportation, Federal Highway Administration, and the New Hampshire State Historic Preservation Officer (MOA)." The NHDHR has consulted with the NHDOT on this project and has concurred with the stipulations outlined in the above-referenced MOA. As long as this legal agreement is adhered to, the NH DHR does not have concerns regarding the disposition of this property.

It is the opinion of the DHR that the transfer would result in **No Adverse Effect** to historic properties *conditioned on the implementation of the above-referenced MOA*. Therefore, the DHR does not have concerns regarding the proposal.

Please feel free to contact me should you have any questions regarding our comment.

Sincerely,

Nadine Miller
Deputy State Historic Preservation Officer

From: [Andrew Cadorette](#)
To: [McDowell, Brendan](#); [Shank, Heather](#)
Cc: [Rhiannon Black](#)
Subject: RE: Surplus Land Review 2026-001 - Bloody Point
Date: Tuesday, February 10, 2026 12:58:32 PM

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Hello Brendan. Just following up on the parcel on Bloody Point. Certainly, a nice parcel with a cool name, but not conducive to affordable housing.

NH Housing has no interest in acquiring this parcel.

Andy

ANDREW CADORETTE
Senior Manager, Marketing and Outreach
Homeownership Division
New Hampshire Housing
PO Box 5087, Manchester, NH 03108
32 Constitution Dr., Bedford, NH 03110
D 603.310.9287 | M 603.310.9287
acadorette@nhhfa.org | NHHousing.org

From: McDowell, Brendan <Brendan.M.McDowell@livefree.nh.gov>
Sent: Wednesday, February 4, 2026 3:33 PM
To: Shank, Heather <Heather.R.Shank@livefree.nh.gov>
Subject: Surplus Land Review 2026-001 - Bloody Point

Good afternoon,

Please see the attached Surplus Land Review (SLR) request. This item will be heard on the March 5, 2026 CORD meeting agenda. If you have comments, please submit by February 24, 2026 to Brendan McDowell, cc'd above.

If you have questions on CORD, please see the OPD website: [CORD -Office of Planning & Development](#)

Best,

Brendan McDowell
Principal Planner

Office of Planning and Development

From: [Gendreau, Sydney](#)
To: [McDowell, Brendan](#)
Cc: [Sales, Tracie](#); [Andrea LaMoreaux](#); [Graaskamp, Garret](#)
Subject: RE: Surplus Land Review 2026-001 - Bloody Point
Date: Monday, February 9, 2026 10:40:30 AM

Dear Brendan,

On behalf of the Lakes Management Advisory Committee (LMAC), thank you for the opportunity to review 2026 CORD SLR 001 Bloody Point. Based on the information provided, this parcel is not near or providing access to a lake. Therefore, the parcel is outside the jurisdiction of the LMAC.

If you have further questions related to this parcel, please feel free to reach out to LMAC Chair, Andrea LaMoreaux at alamoreaux@nhlakes.org.

Thank you,
Sydney

Sydney Gendreau
Watershed Planning Assistant
NH Department of Environmental Services
[\(603\) 271-1522](tel:(603)271-1522)
Sydney.E.Gendreau@des.nh.gov
Pronouns: she, her, hers

NHDES would greatly appreciate your feedback and wants to hear from you. Please take a moment to fill out our short (5-question) [NHDES Customer Service Satisfaction Survey](#).

From: McDowell, Brendan <Brendan.M.McDowell@livefree.nh.gov>
Sent: Wednesday, February 4, 2026 3:33 PM
To: Shank, Heather <Heather.R.Shank@livefree.nh.gov>
Subject: Surplus Land Review 2026-001 - Bloody Point

Good afternoon,

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If you have questions on CORD, please see the OPD website: [CORD -Office of Planning & Development](#)

Best,

Brendan McDowell
Principal Planner

Office of Planning and Development
Department of Business and Economic Affairs
State of New Hampshire
P: 603-271-1765
nheconomy.com // choosenh.com // visithn.gov



From: [Thomas Quarles](#)
To: [Gendreau, Sydney](#); [McDowell, Brendan](#)
Cc: [Sales, Tracie](#); [Michele Tremblay](#); [Scott, Robert](#); [Graaskamp, Garret](#); [Hemmerlein, Mark](#)
Subject: RE: Surplus Land Review 2026-001 - Bloody Point
Date: Monday, February 23, 2026 12:24:32 PM
Attachments: [image002.png](#)
[image003.png](#)

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I am the Chair of the Public Water Advisory Board which is on the comment list for CORD state surplus land disposals. This one is significant not just for the historical values, but because it potentially provides the opportunity for a cartop or motorized boat access site to the Piscataqua River and Little Bay. There is a state- owned boat ramp at the north end of the GSB but that does not provide all- tides access. I would like to know if the Bloody Point site would provide such access. If so, I believe it should be a priority for keeping the property in state ownership and developing some kind of boat access site there.

I am pleased that the RMAC has voted unanimously to request that the site remain in state ownership. The PWAAB will not meet again until June, but I wanted to go on record here, at least as an individual and I will do so with CORD as well. Thank you.

Thomas Quarles, Jr. Esq.

Shareholder

p. 603-695-8641 | [Biography](#) |

DEVINE MILLIMET MANCHESTER | CONCORD | PORTSMOUTH
ATTORNEYS AT LAW 603-669-1000 | DEVINEMILLIMET.COM



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From: Gendreau, Sydney <Sydney.E.Gendreau@des.nh.gov>
Sent: Thursday, February 19, 2026 2:03 PM
To: McDowell, Brendan <Brendan.M.McDowell@livefree.nh.gov>
Cc: Sales, Tracie <tracie.j.sales@des.nh.gov>; Michele Tremblay <mlt@naturesource.net>; Thomas Quarles <tquarles@devinemillimet.com>; Scott, Robert <Robert.R.Scott@des.nh.gov>
Subject: RE: Surplus Land Review 2026-001 - Bloody Point

Dear Brendan,

Please see the attached comment from the Rivers Management Advisory Committee (RMAC) on 2026 CORD SLR 001 Bloody Point. I have also attached the Memorandum of Agreement referenced in the letter. If you have any questions regarding the RMAC's comment, please contact RMAC Chair Michele L. Tremblay at mlt@naturesource.net.

Best,
Sydney

Sydney Gendreau
Watershed Planning Assistant
NH Department of Environmental Services
[\(603\) 271-1522](tel:6032711522)
Sydney.E.Gendreau@des.nh.gov
Pronouns: she, her, hers

NHDES would greatly appreciate your feedback and wants to hear from you. Please take a moment to fill out our short (5-question) [NHDES Customer Service Satisfaction Survey](#).

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Sent: Wednesday, February 4, 2026 3:33 PM
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If you have questions on CORD, please see the OPD website: [CORD -Office of Planning & Development](#)

Best,

Brendan McDowell
Principal Planner

Office of Planning and Development
Department of Business and Economic Affairs
State of New Hampshire
P: 603-271-1765
nheconomy.com // choosenh.com // visitnh.gov

