

DOVER 11657



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Affairs
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June 7, 1994

Commissioner Charles P. O'Leary, Jr.
NH Department of Transportation
John O. Morton Building
1 Hazen Drive
PO Box 483
Concord, NH 03302-0483

RECEIVED

BUREAU OF ENVIRONMENT

JUN 13 1994

N. H. DEPARTMENT OF
TRANSPORTATION

Dear Commissioner O'Leary:

On March 28, 1994 members of our division, NH DOT and FHWA met to evaluate the state's three remaining bascule bridges in our continuing effort to develop a bridge preservation plan. The three are:

- Col. Alexander Scammell Memorial Bridge, Dover (No. 174/034)
- Newcastle - Rye Bridge (No. 066/071) *sq. 2 FO*
- Hampton Bridge (No. 235/025) *←*

The Scammell Bridge received the highest number of points (24) from the committee, followed by the Hampton Bridge with 22 points and the Newcastle-Rye Bridge with 21 points. The Scammell Bridge is not only the oldest of the three but is the only one in which the counterweight is visible. It was also noted for its outstanding architectural and engineering details. The 40' span was dictated by the War Department in 1933.

All three bridges are eligible for the National Register of Historic Places. Since the Scammell Bridge is slated for replacement because of the high demands placed upon it by Route 4 traffic, we request a written commitment that both other bascule bridges be preserved and maintained as part of our statewide bridge preservation plan. We very much wish that both bridges, each of which is still operable, can remain as important examples of this historic bridge type for future generations to appreciate.

Sincerely yours,

Nancy C. Muller

Nancy C. Muller
Director and State Historic
Preservation Officer

NCM:cjw



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CHARLES P. O'LEARY, JR.
COMMISSIONER

June 24, 1994

Ms. Nancy C. Muller
Director & State Historic Preservation Officer
NH Division of Historical Resources
Department of Cultural Affairs
19 Pillsbury Street, Box 2043
Concord, NH 03302-2043

RECEIVED
BUREAU OF ENVIRONMENT

JUN 29 1994

N. H. DEPARTMENT OF
TRANSPORTATION

Dear Ms. ~~Muller~~ ^{NANCY}

Dover, BRF-012-2(31), 11657
(US Route 4 over Bellamy River)

I have in hand your letter of June 7, 1994, in regards to the preservation of the remaining bascule bridges within the State. One of these unique bridges is the Col. Alexander Scammell Memorial Bridge, planned for replacement in fiscal year 1997. This bridge is being replaced due to the high demands placed upon it by the US Route 4 traffic (i.e. functionally obsolete) and due to its poor structural condition. The surrounding natural resources restrict replacement alternatives to the existing highway location.

The Department agrees that the remaining two bascule bridges within the State are worthy of protection as part of the Statewide bridge preservation plan. These bascule bridges are the NH Route 1-A structure crossing the Hampton River (No. 235/025) between the towns of Seabrook and Hampton and the NH Route 1-B structure over Little Harbor (No. 066/071) between the towns of Newcastle and Rye.

The Department is committed to work towards the long-term maintenance and preservation of these remaining bascule bridges. We also recognize it is preferable that more than one bridge of the same thematic grouping be included in the Statewide bridge preservation plan. The Department agrees that only under extraordinary circumstances will either of these two remaining bridges be removed, such as a natural disaster creating a serious safety hazard, prohibitive cost for their rehabilitation to maintain continued in place highway use or severe environmental impacts to the surrounding natural resources caused by alternative route consideration.

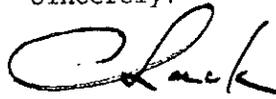
While these remaining bascule structures are worthy examples for future generations to appreciate, they also serve a vital transportation link in the State's secondary highway system along the seacoast area. The limitations of other highway routes within these seacoast communities and the surrounding sensitive natural resources may severely restrict future highway options to address the continuing transportation needs.

Ms. Nancy C. Muller
June 24, 1994
Page 2

The increasing transportation demand and the slow bridge deterioration caused by the harsh seacoast environment will naturally require the Department to address these structures in the future. Neither of the two remaining bascule bridges are planned for replacement within the State's Ten Year Transportation Improvement Program. When they are addressed in the future, a full discussion through the NEPA and 4(f) process will be completed for any federal funded projects addressing these structures.

I appreciate your effort in establishing common ground for the preservation of historic bridges as we both struggle to meet our individual mandates and the increasing needs of the State.

Sincerely.



Charles P. O'Leary, Jr.
Commissioner

CPO:jaa
c.c. W. Hauser
G. Placy
J. Moore
K. Cota

MEMORANDUM OF AGREEMENT
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(a)

WHEREAS, the Federal Highway Administration (FHWA) has determined that the replacement of the Co. Alexander Scammell Bridge over the Bellamy River in Dover, New Hampshire, will have an adverse effect on the bridge, a structure eligible for the National Register of Historic Places, and has consulted with the New Hampshire State Historic Preservation Officer (SHPO) pursuant to the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S. C Part 470f), and

WHEREAS, the New Hampshire Department of Transportation (NHDOT) has been invited to concur in this Memorandum of Agreement,

NOW, THEREFORE, FHWA and the New Hampshire SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into the account the effect of the undertaking on historic properties.

Stipulations

FHWA will ensure that the following measures are carried out:

I. Marketing

- A. In consultation with the SHPO, FHWA will initiate steps to market the Scammell Bridge in accordance with the Surface Transportation and Uniform Relocation Assistance Act of 1987, Public Law 100-17 Sec. 124, (4). Through advertisement, the Scammell Bridge will be made available to a state, locality or responsible private entity, if such state, locality or responsible entity enters into an agreement to:
- 1.. maintain the bridge and the features that give it its historic significance; and
 2. assume all future legal and financial responsibility for the bridge; and
 3. federal-aid highway funds will be made available for the relocation of the bridge up to the estimated cost of its demolition.
- B. FHWA and NHDOT will review all offers in consultation with the SHPO prior to acceptance. If there is no acceptable offer that will conform to the requirements of rehabilitation and maintenance, FHWA, with approval of the SHPO, may demolish the bridge.

II. FHWA and NHDOT recognize that the Scammell Bridge is one of three remaining bascule bridges in the state. All three are eligible for listing in the National Register of Historic Places. FHWA, NHDOT and SHPO concur that the other two -- the Newcastle-Rye Bridge over Little Harbor (#066/071) and the Hampton Bridge over the Hampton Harbor Inlet (#235/025)-- are of sufficient quality, location and importance that only under exceptional circumstances (natural disaster creating a serious safety hazard or some other truly unforeseen situation) will either bridge be removed. NHDOT also commits to work toward the long-term maintenance and preservation of both bridges in consultation with SHPO.

III. Recordation

Prior to the demolition or transfer of the Scammell Bridge, NHDOT shall contact the Historic American Engineering Survey (HAER, Mid-Atlantic Regional Office, National Park Service, Custom House, 2nd and Chestnut Street, Room 251, Philadelphia, PA 19106) to determine what level and kind of recordation is required for the bridge. Unless otherwise agreed to by NPS, NHDOT shall ensure that all documentation is completed and accepted by HAER prior to any disturbance of the bridge, and that copies of this documentation are made available to the SHPO and appropriate local archives designated by the SHPO.

IV. Archeological Survey

FHWA has initiated an archeological study of the project area in a manner consistent with the Secretary of the Interior's Standards and Guidelines for Identification (48 FR 44720-23) and taking into account the NPS publication, The Archeological Survey Methods and Uses (1978:GPO stock #024-016-00091). The survey shall be completed in consultation with the SHPO, and a report of the survey, meeting the standards of the SHPO, shall be submitted to the SHPO for review and approval.

FHWA shall evaluate properties identified through the survey in accordance with 36 CFR Part 800.4(c). If the survey results in the identification of properties that are eligible for the National Register, FHWA shall comply with 36 CFR Part 800.5.

V. Dispute Resolution

Should the SHPO object within 30 days to any plans or specifications provided for review or action proposed pursuant to this agreement, FHWA shall consult with SHPO to resolve the objection. If FHWA determines that the objection cannot be resolved, FHWA shall request the further comments of the Council pursuant to 36 CFR Part 800.6(b). Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR Part 800.6(c)(2) with reference only to the subject of the dispute; FHWA's responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

Execution of this Memorandum of Agreement by FHWA and the New Hampshire SHPO, its subsequent acceptance by the Council, and implementation of its terms, evidence that FHWA has afforded the Council an opportunity to comment on the replacement of the Scammell Bridge and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION:

By: Thomas D. Myers Date: 12/15/94
New Hampshire Division Administrator

NEW HAMPSHIRE STATE HISTORIC PRESERVATION OFFICE:

By: Nancy C. Muller Date: 12/8/94
State Historic Preservation Officer

Concur:

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION:

By: Robert W. Drum Date: 11-17-94
Director, Project Development

ACCEPTED for the Advisory Council on Historic Preservation

By: Robert D. Bush Date: 1/13/95
Executive Director