Meredith US 3/NH 25 Improvements

Transportation Planning Study

Historical Resource Findings

Completed by

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for

Mcfarland-Johnson, Inc.

May 2007
Purpose
The purpose of this report is to provide macro-level information of historical resources that are within the study limits of the Meredith US 3/NH 25 corridor. Accordingly, during the spring of 2007, the consultant conducted a review and update of all previously identified and potential historical resources that lie within these limits. The results of that work are presented within this report, as well as on accompanying color-coded base maps.

Background & Methods
Many of the properties within the corridor that pre-dated 1946 had already been identified and inventoried in 1996-97, as part of a previous transportation planning study of the corridor. Either reconnaissance or intensive level forms, depending on a property’s presumed significance and level of integrity, were completed and determinations made by the State Historic Preservation Office as to whether the property was eligible for the National Register of Historical Places. In addition to evaluating individual properties, Meredith Village was assessed for eligibility as an historic district; it was determined eligible preliminary boundaries were set forth, with particular attention where the bounds either overlapped or abutted the project area.

For this updated evaluation, undertaken in 2007, each of the existing inventory forms was field-checked to note and document any alterations that have occurred in the ensuing decade. In instances where alterations had occurred—and the property had been determined eligible—it was re-photographed. For all properties, the alterations were noted.

In addition, all properties that had not been previously inventoried were identified through a windshield survey process, briefly described, mapped and photographed. Dates for these properties were derived from a cursory exterior analysis and assessors’ records, rather than research.

All of the data collected above is compiled in the table of resources that accompanies this report.

The boundary for the eligible Meredith Village Historic District was also reviewed, as was the contributing/non-contributing status of district properties that were within or abutting the corridor. Two properties (4 Mill Street/MRD0002 & 46 Plymouth Street/no prior form) had undergone sufficiently major alterations that their previous contributing status was shifted to non-contributing (see photo 7). However, neither shift should lead to any change in the district boundaries. Two properties previously omitted from the district were felt, with ten years of additional perspective, that they merited inclusion. The village Fire Station (MRD0004; photo 11) on Daniel Webster Highway is an important civic structure, and a reassessment of its level of integrity makes it sufficiently high to warrant inclusion; furthermore, it now falls cleanly within the period of significance. The second property, 314 DW Highway (MRD0007; photo 12), is at the northwest corner of Main Street and DW Highway. Despite substantial alterations since 1970 and its prior recommended status as non-contributing, the building anchors that corner and is the terminus of an intact commercial streetscape and an important buffer to the highway beyond.
Since this study was initially undertaken, the study area was extended north to Circle Drive. Although they do not appear on the project base map, two historic properties were identified in that area; they are included in the table of resources and referenced on the appropriate sheet of the base maps (A and B; photos 13 and 14).

Findings
Only a few properties that had previously been determined eligible for the National Register have undergone alterations that would affect that status and thus need to be factored into transportation planning for this project.

Meredith Village Historic District
The most important change is within the village district, whose boundaries are recommended to be extended to include the Fire House (MRD0004) and 314 DW Highway (MRD0007). Both of these properties front on the transportation corridor. The fire house is a contributing property within the eligible district, while 314 DW Highway is non-contributing.

Two properties (4 Mill Street/MRD0002/photo 7 and 46 Plymouth Street) have undergone sufficient alterations that they are no longer contributing within the district. However, neither of those shifts affected the district boundaries.

Properties previously surveyed
Of the fifty-nine previously surveyed properties, seven are no longer extant, including one that had been determined eligible (90 NH Route 25/MRD0264). One property (89 NH Route 25 (MRD0263/Photo 6) with a previous determination of eligibility has undergone major alterations that have compromised its integrity, rendering the property no longer eligible.

It should be noted that the barn that accompanies 146 DW Highway (MRD0238) was not fully evaluated during the initial survey; should it be impacted, its framing system should be analyzed, although it is highly unlikely the barn would be eligible, given the extent of new fenestration and, thus, loss of integrity.

Properties not previously identified
Eighteen properties that pre-dated 1961 were identified that had not been previously surveyed and evaluated for National Register eligibility. Because that earlier effort acknowledged a cut-off of 1946, nearly all of these were constructed between 1946 and 1960. Two of the properties—2 Circle Drive and Circle Drive Park (photos 13 and 14)—were beyond the limits of the original (1996-97) study area.

Of these newly identified properties, the consultant recommends that an intensive-level inventory form be completed for the following should it be impacted.

- 233 DW Highway
- 14 Lakeshore Drive
- 285 DW Highway
- 320 DW Highway
- 343 DW Highway
• Circle Drive Park (evaluated on an area form)

For the remaining properties, form fronts are recommended, should they be impacted. The rationale is based on loss of integrity and/or anticipated lack of significance, given very recent construction dates and lack of historic context.

**Key to Base Map Coding**

<table>
<thead>
<tr>
<th>Style</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid Blue</td>
<td>MVHD / contributing</td>
</tr>
<tr>
<td>Blue Dashed</td>
<td>MVHD / non-contributing</td>
</tr>
<tr>
<td>Blue Dashed and Dotted</td>
<td>MVHD</td>
</tr>
<tr>
<td>Boundary</td>
<td>recommended change to MVHD boundary</td>
</tr>
<tr>
<td>Blue Dotted Boundary</td>
<td>previously inventoried / determined eligible</td>
</tr>
<tr>
<td>Solid Red</td>
<td>previously inventoried / determined not-eligible</td>
</tr>
<tr>
<td>Red Dashed</td>
<td>previously inventoried / no longer extant</td>
</tr>
<tr>
<td>Red X</td>
<td>not previously assessed for eligibility / full form recommended if impacted</td>
</tr>
<tr>
<td>Solid Green</td>
<td>not previously assessed for eligibility / form front recommended if impacted</td>
</tr>
</tbody>
</table>
## Table of Historic Resources
Mercedith US Route 3/NH Route 25 Improvements  10430

<table>
<thead>
<tr>
<th>Inv. # / letter</th>
<th>Address</th>
<th>current DOE*</th>
<th>Photo #</th>
<th>Construct Date</th>
<th>Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRD0001</td>
<td>8 Mill St.</td>
<td>C</td>
<td></td>
<td>ca. 1883</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0002</td>
<td>4 Mill St.</td>
<td>C</td>
<td>7</td>
<td>ca. 1893</td>
<td>No longer contributes to MVHD due to substantial renovations including: vinyl siding; shed-roof dormer removed; roof of front block raised; all trim removed; and window sash replaced.</td>
<td>Change status to non-contributing</td>
</tr>
<tr>
<td>MRD0003</td>
<td>72 Daniel Webster Hwy</td>
<td>C</td>
<td></td>
<td>ca. 1903</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0004</td>
<td>286 Daniel Webster Hwy</td>
<td>NE</td>
<td>11</td>
<td>1950</td>
<td>Firehouse. No changes. Despite post-1946 construction and replacement doors, a reassessment concludes this firehouse has sufficient architectural integrity and significance as a key civic structure to be included as contributing to MVHD.</td>
<td>Include in MVHD as contributing resource</td>
</tr>
<tr>
<td>MRD0007</td>
<td>314 Daniel Webster Hwy</td>
<td>NE</td>
<td>12</td>
<td>ca. 1878</td>
<td>Changes include vinyl siding, which obscures or replaced the original trim. Early east door survives. Building is non-contributing to MVHD due to substantial post-1960s renovations.</td>
<td>Include in MVHD as non-contributing resource</td>
</tr>
<tr>
<td>MRD0011</td>
<td>21 Plymouth St.</td>
<td>C</td>
<td>8</td>
<td>ca. 1855</td>
<td>Changes include: windows replaced with 2/2 sash; vinyl siding added. Alterations are minor; building still contributes to MVHD.</td>
<td></td>
</tr>
<tr>
<td>MRD0012</td>
<td>324 Daniel Webster Hwy</td>
<td>C</td>
<td>9</td>
<td>ca. 1845</td>
<td>Changes include: south elevation porch removed; replacement windows; shed/shop siding replaced. Alterations are minor; building still contributes to MVHD.</td>
<td></td>
</tr>
<tr>
<td>T</td>
<td>46 Plymouth St.</td>
<td>C</td>
<td></td>
<td></td>
<td>Has undergone substantial renovations such that it no longer contributes to MVHD. Change does not affect district boundaries as the house is still part of a significant 19th century streetscape on the west side of Plymouth St.</td>
<td>Change status to non-contributing</td>
</tr>
<tr>
<td>MRD0184</td>
<td>4 Oak St.</td>
<td>C</td>
<td>10</td>
<td>late 1870s</td>
<td>Changes include: bay window on south façade; vinyl siding, which obscures or replaced much of historic trim. Building still contributes to MVHD as a representation of a type common to the village in the second half of 19th century.</td>
<td></td>
</tr>
</tbody>
</table>

## Circle Drive

<table>
<thead>
<tr>
<th>Address</th>
<th>Photo #</th>
<th>Construct Date</th>
<th>Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Circle Dr.</td>
<td>N/A</td>
<td>13</td>
<td>2½ story, 5-bay wood frame structure with a center entrance with Greek Revival surround. Alterations include: replacement siding; fenestration on side elevation; porch addition on east end; and replacement chimneys.</td>
<td>Form Front</td>
</tr>
<tr>
<td>Circle Drive Park</td>
<td>N/A</td>
<td>14</td>
<td>Development of ca. late 1940s Cape Cod houses, with some 1960s houses added.</td>
<td>Full [Area] Form</td>
</tr>
</tbody>
</table>

*C=contributing property within MVHD; NC= non-contributing property within MVHD; E=eligible for National Register; NE=non-eligible; N/A=not assessed for eligibility
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MRD0239</td>
<td>42-44 Upper Ladd Hill Rd.</td>
<td>NE</td>
<td></td>
<td>ca. 1930</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0240</td>
<td>40 Upper Ladd Hill Rd.</td>
<td>E</td>
<td>1</td>
<td>ca. 1850</td>
<td>No changes. The Ladd Hill District Schoolhouse is significant for its long association with local education.</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>34 Upper Ladd Hill Rd.</td>
<td>N/A</td>
<td>15</td>
<td>1930s</td>
<td>Gable-front cottage with side wing and gabled entry projection with arched doorway. Integrity is low-to-moderate, due to replacement of sash, blinds, door, roof and siding, and a large porch addition.</td>
<td>Form Front</td>
</tr>
<tr>
<td>MRD0280</td>
<td>35 Upper Ladd Hill Rd.</td>
<td>NE</td>
<td></td>
<td>ca. 1935</td>
<td>Changes include: altered fenestration; loss of entry canopy; removal of chimney. Further loss of integrity.</td>
<td></td>
</tr>
<tr>
<td>MRD0281</td>
<td>33 Upper Ladd Hill Rd.</td>
<td>NE</td>
<td></td>
<td>ca. 1940</td>
<td>No change beyond replacement of sash to 1/1.</td>
<td></td>
</tr>
<tr>
<td>MRD0282</td>
<td>12 Upper Ladd Hill Rd.</td>
<td>NE</td>
<td></td>
<td>1936</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MRD0238</td>
<td>146 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td>1914</td>
<td></td>
<td>Analysis of framing system of barn if impacted</td>
</tr>
<tr>
<td>D</td>
<td>186 Daniel Webster Hwy</td>
<td>N/A</td>
<td>16</td>
<td>1960</td>
<td>1 story structure with hip-roof and center stone chimney on ridge; single light windows with aluminum sash; corrugated metal roof; shingle siding.</td>
<td>Form Front</td>
</tr>
<tr>
<td>MRD0245</td>
<td>1 Upper Terrace Ave</td>
<td>NE</td>
<td></td>
<td>ca. 1908</td>
<td>No longer extant.</td>
<td></td>
</tr>
<tr>
<td>MRD0242</td>
<td>233 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td></td>
<td>No changes. Shares lot and owner with Hart’s Turkey Farm [E].</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>233 Daniel Webster Hwy</td>
<td>N/A</td>
<td>17</td>
<td>ca. 1954</td>
<td>1 story, gable-front, wood frame structure with multiple additions [“Hart’s Turkey Farm”]</td>
<td>Full Form</td>
</tr>
<tr>
<td>MRD0244</td>
<td>248 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td>ca. 1898</td>
<td>Commercial addition since renovated or rebuilt; no change to eligibility.</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>14 Lakeshore Dr.</td>
<td>N/A</td>
<td>18</td>
<td>ca. 1950</td>
<td>Three shed-roof cabins. Part of small motel complex</td>
<td>Full Form</td>
</tr>
<tr>
<td>G</td>
<td>285 Daniel Webster Hwy</td>
<td>N/A</td>
<td>19</td>
<td>ca. 1956</td>
<td>1 story, side-gable, wood frame structure with substantial fieldstone chimney on ridge and barn-type attachment on north end. [“Christmas Loft”]</td>
<td>Full Form</td>
</tr>
</tbody>
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</tr>
</thead>
<tbody>
<tr>
<td>MRD0008</td>
<td>289 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td>1948</td>
<td>Changes include: new shed dormer; original porch replaced; addition to far south end; replacement siding (now clapboard); original chimneys removed, new chimney added; shutters removed, some casement windows replaced with 1/1 sash. Substantial loss of integrity.</td>
<td>NE</td>
</tr>
<tr>
<td>MRD0005</td>
<td>290 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td>ca. 1900</td>
<td>No longer extant.</td>
<td>NE</td>
</tr>
<tr>
<td>MRD0006</td>
<td>1 Lake St.</td>
<td>NE</td>
<td></td>
<td>ca. 1865</td>
<td>Changes include: further alterations to fenestration; vinyl siding added.</td>
<td>NE</td>
</tr>
<tr>
<td>H</td>
<td>320 Daniel Webster Hwy</td>
<td>N/A</td>
<td>20</td>
<td>ca. 1958</td>
<td>1 story, concrete block structure with deep, upward, cantilevered eaves; large display windows across the front are set in metal frames [&quot;Thriftamat&quot; laundromat]</td>
<td>Full Form</td>
</tr>
<tr>
<td>I</td>
<td>322 Daniel Webster Hwy</td>
<td>N/A</td>
<td>21</td>
<td>ca. 1955</td>
<td>1 story service station with flat roof and early metal frame vehicular doors.</td>
<td>Form Front</td>
</tr>
<tr>
<td>J</td>
<td>333 Daniel Webster Hwy</td>
<td>N/A</td>
<td>2</td>
<td>ca. 1950</td>
<td>2 story, gable-front, wood frame structure with full-width retail front. Substantially renovated.</td>
<td>Form Front</td>
</tr>
<tr>
<td>K</td>
<td>343 Daniel Webster Hwy</td>
<td>N/A</td>
<td>23</td>
<td>ca. 1955</td>
<td>1 story, concrete block structure with flared, cantilevered eaves and flat roof; hinged windows; entry projection has patterned concrete-grid sidewalls.</td>
<td>Full Form</td>
</tr>
</tbody>
</table>

**Pleasant Street**

<table>
<thead>
<tr>
<th>Inv. # / letter</th>
<th>Address</th>
<th>current DOE*</th>
<th>Photo #</th>
<th>Construct Date</th>
<th>Description</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRD0255</td>
<td>2 Pleasant St./ #22 Rt.25</td>
<td>E</td>
<td>2</td>
<td>1926</td>
<td>No changes. The property is significant for its association with Edwin Hamilton Clough, who lead improvements to the town’s shorefront before 1932.</td>
<td>E</td>
</tr>
<tr>
<td>MRD0226</td>
<td>4 Pleasant St. (recorded as #2 Pleasant on form)</td>
<td>NE</td>
<td></td>
<td>ca. 1850</td>
<td>No changes.</td>
<td>NE</td>
</tr>
<tr>
<td>MRD0256</td>
<td>6 Pleasant St.</td>
<td>NE</td>
<td></td>
<td>ca. 1850</td>
<td>Changes include: paired single light window on front elevation and porch on wing now fully enclosed.</td>
<td>NE</td>
</tr>
<tr>
<td>MRD0257</td>
<td>8 Pleasant St.</td>
<td>NE</td>
<td></td>
<td>ca. 1939</td>
<td>Changes include: asbestos siding replaced with vinyl.</td>
<td>NE</td>
</tr>
</tbody>
</table>

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<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRD0254</td>
<td>319 Daniel Webster Hwy</td>
<td>NE</td>
<td></td>
<td>ca. 1923</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0225</td>
<td>30 NH Route 25 (not shown on base map)</td>
<td>NE</td>
<td></td>
<td>ca. 1880s</td>
<td>No longer extant.</td>
<td></td>
</tr>
<tr>
<td>MRD0258</td>
<td>56 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1845</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0259</td>
<td>60 NH Route 25</td>
<td>E</td>
<td>3</td>
<td>ca. 1855</td>
<td>No changes. Representative example of the local Italianate style.</td>
<td></td>
</tr>
<tr>
<td>MRD0260</td>
<td>62 NH Route 25</td>
<td>E</td>
<td>4</td>
<td>1922</td>
<td>No changes. Representative local example of the bungalow house type.</td>
<td></td>
</tr>
<tr>
<td>MRD0261</td>
<td>71 NH Route 25</td>
<td>E</td>
<td>5</td>
<td>ca. 1855</td>
<td>Changes include: addition to the south end; replacement porch with turned balusters, posts and spindle screen. Building is now commercial.</td>
<td></td>
</tr>
<tr>
<td>MRD0262</td>
<td>85 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1925</td>
<td>Changes include: loss of two of the sheds; new, large barn-like structure behind the house; porch windows were not in place on 5/3/07. SE shed still extant. Changes do not affect integrity.</td>
<td>Eligibility needs to be reassessed, given extent of alterations.</td>
</tr>
<tr>
<td>MRD0263</td>
<td>89 NH Route 25</td>
<td>E</td>
<td>6</td>
<td>ca. 1917</td>
<td>Changes include: loss of two of the sheds; new, large barn-like structure behind the house; porch windows were not in place on 5/3/07. SE shed still extant. Changes do not affect integrity.</td>
<td></td>
</tr>
<tr>
<td>MRD0264</td>
<td>90 NH Route 25</td>
<td>E</td>
<td></td>
<td>ca. 1885</td>
<td>No longer extant.</td>
<td></td>
</tr>
<tr>
<td>MRD0265</td>
<td>93 NH Route 25</td>
<td>NE</td>
<td></td>
<td>1911</td>
<td>Trinity Church. No changes.</td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>102 NH Route 25</td>
<td>N/A</td>
<td>24</td>
<td>ca. 1952</td>
<td>Cape Cod house with two gabled dormers on façade, attached breezeway and garage.</td>
<td>Form Front</td>
</tr>
<tr>
<td>M</td>
<td>104 NH Route 25</td>
<td>N/A</td>
<td>25</td>
<td>ca. 1962</td>
<td>1 story, gable-front, wood frame structure with wide brick chimney and vinyl siding.</td>
<td>Form Front</td>
</tr>
<tr>
<td>N</td>
<td>108 NH Route 25</td>
<td>N/A</td>
<td>26</td>
<td>ca. 1955</td>
<td>Cape Cod house with extended roof at rear, attached breezeway and garage.</td>
<td>Form Front</td>
</tr>
<tr>
<td>P</td>
<td>109 NH Route 25</td>
<td>N/A</td>
<td>27</td>
<td>ca. 1953</td>
<td>Cape Cod house with projecting gable entry.</td>
<td>Form Front</td>
</tr>
<tr>
<td>Q</td>
<td>111 NH Route 25</td>
<td>N/A</td>
<td>28</td>
<td>ca. 1956</td>
<td>1 story, side-gable structure with garage wing to west end and separate garage to north; chimney on west end of main block, forward of ridge; 6/6 plus one large multi-pane window to left of entrance on south elevation; gable front projection from south elevation at east end; extended shed roof porch on south elevation.</td>
<td>Form Front</td>
</tr>
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<tr>
<td>MRD0266</td>
<td>112 NH Route 25</td>
<td>NE</td>
<td></td>
<td>1950-51</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0227</td>
<td>121 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1820</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0237</td>
<td>133 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1860</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0270</td>
<td>134 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1830</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0271</td>
<td>142 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1830</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>146 NH Route 25</td>
<td>N/A</td>
<td>29</td>
<td>ca. 1950</td>
<td>1-1/2 story, gable-front structure sited perpendicular to the road; massive, exterior brick chimney on east (roadside) elevation; clapboard siding with “rustic” siding in gable; standing-seam metal roof; lengthy north addition; alterations include skylights, roof, and 1/1 sash</td>
<td>Form Front</td>
</tr>
<tr>
<td>MRD0228</td>
<td>151 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1930</td>
<td>Changes include: vinyl siding.</td>
<td></td>
</tr>
<tr>
<td>MRD0272</td>
<td>152 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1855</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0273</td>
<td>155 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1810</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0274</td>
<td>164 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1850</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0236</td>
<td>182 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1935</td>
<td>Changes include: sash to 1/1; vinyl siding; replaced sash; raised roof in rear; chimney removed.</td>
<td></td>
</tr>
<tr>
<td>S</td>
<td>6 Snell Rd.</td>
<td>N/A</td>
<td>30</td>
<td>ca. 1956</td>
<td>Camp/bungalow with numerous additions/extensions.</td>
<td>Form Front</td>
</tr>
<tr>
<td>MRD0229</td>
<td>230 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1850</td>
<td>Changes include a second chimney added behind ridge. Alterations are minor and do not affect integrity.</td>
<td></td>
</tr>
<tr>
<td>MRD0275</td>
<td>235 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1870s</td>
<td>House is no longer extant; small barn remains.</td>
<td></td>
</tr>
<tr>
<td>MRD0230</td>
<td>240 NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1935</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0231</td>
<td>NH Route 25</td>
<td>NE</td>
<td></td>
<td>ca. 1930</td>
<td>No longer extant.</td>
<td></td>
</tr>
</tbody>
</table>

*C=contributing property within MVHD; NC= non-contributing property within MVHD; E=eligible for National Register; NE=non-eligible; N/A=not assessed for eligibility
<table>
<thead>
<tr>
<th>Inv. # / letter</th>
<th>Address</th>
<th>current DOE*</th>
<th>Photo #</th>
<th>Construct Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRD0276</td>
<td>18 Quarry Rd.</td>
<td>E</td>
<td>ca. 1800, ca. 1835</td>
<td>No change. Moulton Farm has strong associations with the town’s agricultural heritage.</td>
<td></td>
</tr>
<tr>
<td>MRD0232</td>
<td>252 NH Route 25</td>
<td>NE</td>
<td>ca. 1925</td>
<td>Changes include: corrugated metal roof; window to 1/1; altered fenestration toward back of north elevation.</td>
<td></td>
</tr>
<tr>
<td>MRD0233</td>
<td>256 NH Route 25</td>
<td>NE</td>
<td>ca. 1930</td>
<td>No changes.</td>
<td></td>
</tr>
<tr>
<td>MRD0234</td>
<td>278 NH Route 25</td>
<td>NE</td>
<td>ca. 1930</td>
<td>Changes are minor.</td>
<td></td>
</tr>
<tr>
<td>MRD0235</td>
<td>294 NH Route 25</td>
<td>NE</td>
<td>mid-20th c</td>
<td>No longer extant.</td>
<td></td>
</tr>
<tr>
<td>MRD0283</td>
<td>322 NH Route 25</td>
<td>NE</td>
<td>ca. 1917</td>
<td>See St. John’s Seminary Camp Area Form.</td>
<td></td>
</tr>
<tr>
<td>MRD0284</td>
<td>Camp Anawan</td>
<td>NE</td>
<td>ca. 1914-1930s</td>
<td>Roadside stone wall still extant.</td>
<td></td>
</tr>
<tr>
<td>MRD0277</td>
<td>336 NH Route 25</td>
<td>NE</td>
<td>ca. 1911</td>
<td>No change.</td>
<td></td>
</tr>
<tr>
<td>MRD0278</td>
<td>3 Patrician Shores Cir.</td>
<td>NE</td>
<td>ca. 1920</td>
<td>No change.</td>
<td></td>
</tr>
<tr>
<td>MRD0279</td>
<td>349 NH Route 25</td>
<td>NE</td>
<td>ca. 1880</td>
<td>No change.</td>
<td></td>
</tr>
</tbody>
</table>

*C=contributing property within MVHD; NC= non-contributing property within MVHD; E=eligible for National Register; NE=non-eligible; N/A=not assessed for eligibility
1. 40 Upper Ladd Hill Road (MRD0240)

2. 2 Pleasant St. (MRD0255)
3. 60 NH Route 25 (MRD0259)

4. 62 NH Route 25 (MRD0260)
7. 4 Mill St. (MRD0002)

8. 21 Plymouth St. (MRD0011)
9. 324 Daniel Webster Highway (MRD0012)

10. 4 Oak St. (MRD0184)
11. 286 Daniel Webster Highway (MRD0004)

12. 314 Daniel Webster Highway (MRD0007)
13. 2 Circle Dr. (A)

14. Circle Drive Park (B)
15. 34 Upper Ladd Hill Rd. (C)

16. 186 Daniel Webster Highway (D)
17. 233 Daniel Webster Highway (E)

18. 14 Lakeshore Dr. (F)
19. 285 Daniel Webster Highway (G)

20. 320 Daniel Webster Highway (H)
21. 322 Daniel Webster Highway (I)

22. 333 Daniel Webster Highway (J)
23. 343 Daniel Webster Highway (K)

24. 102 NH Route 25 (L)
25. 104 NH Route 25 (M)

26. 108 NH Route 25 (N)
27. 109 NH Route 25 (P)

28. 111 NH Route 25 (Q)
29. 146 NH Route 25 (R)

30. 6 Snell Rd. (S)
CULTURAL RESOURCES OVERVIEW

Legend

- Study Area
- Historic Resources
  - Previously Inventoried/Determined Eligible
  - Previously Inventoried/Determined Not-eligible
  - Not Previously Assessed/Form Full Report Recommended
  - Not Previously Assessed/Form Report Recommended
  - MVHD Contributing Resource

Archeologically Sensitive Areas

- Disturbed
- European-American
- Native American
- Lake or Pond
- River or Stream

Meredith Village Historic District (MVHD)

- Current Boundary
- Recommended Inclusion

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
- Archeological Resources Sensitive identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.
- Parcel boundaries distributed by the Town of Meredith, 2004.
Historic resources and Meredith Village Historic District (MVHD) identified by Elizabeth Hengen, Consultant in Historic Preservation, 2007, and digitized by McFarland-Johnson, Inc (MJ). MVHD boundary based on 2004 parcel data provided by the Town of Meredith.

Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.

Survey data from the NHDOT.

Legend:
- Study Area
- Lake or Pond
- River or Stream
- Meredith Village Historic District (MVHD)
- Status:
  - Current Boundary
  - Recommended Inclusion
- Historic Resources:
  - Previously Inventoried/Determined Eligible
  - Previously Inventoried/Determined Not-Eligible
  - Not Previously Assessed/Full Form Recommended
  - Not Previously Assessed/Form Front Recommended
- MVHD Contributing Resource
- Archeologically Sensitive Areas:
  - Disturbed
  - European-American
  - Native American

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
CULTURAL RESOURCE SENSITIVITY WITHIN PLANNING STUDY SURVEY AREA

4.7.3 MEREDITH US ROUTE 3/NH ROUTE 25 IMPROVEMENTS PLANNING STUDY

Legend
- Study Area
- Lake or Pond
- River or Stream
- Meredith Village Historic District (MVHD)
- Current Boundary
- Recommended Boundary
- MVHD Contributing Resource

Historic Resources
- Previously Inventoried/Determined Eligible
- Previously Inventoried/Determined Not-eligible
- Not Previously Assessed/Form Front Recommended
- Not Previously Assessed/Full Form Recommended

Archeological Sensitive Areas
- Disturbed
- European-American
- Native American

Historic resources and Meredith Village Historic District Boundary (MVHD) identified by Elizabeth Hengen, Consultant in Historic Preservation, 2007, and digitized by McFarland-Johnson, Inc (MJ). MVHD boundary based on 2004 parcel data provided by the Town of Meredith. Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ. Survey data from the NHDOT.

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.

Survey Data (USGS 7.5' Quads, Allis, 1978)
- Allis Contract No. 36-001-001
- Created by Allis Contract No. 36-001-001
- Survey Data (USGS 7.5' Quads, Allis, 1978)
- Survey Data (USGS 7.5' Quads, Allis, 1978)
Historic resources and Meredith Village Historic District (MVHD) identified by Elizabeth Hengen, Consultant in Historic Preservation, 2007, and digitized by McFarland-Johnson, Inc. (MJ). MVHD boundary based on 2004 parcel data provided by the Township of Meredith.

Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.

Survey data from the NHDOT.

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
CULTURAL RESOURCE SENSITIVITY
WITHIN PLANNING STUDY SURVEY AREA

Legend
- Study Area
- Lake or Pond
- River or Stream
- Meredith Village Historic District (MVHD)
- Current Boundary
- Recommended Inclusion
- Archeologically Sensitive Areas
  - Disturbed
  - European-American
  - Native American
- Historic Resources
  - Previously Inventoried/Determined Eligible
  - Previously Inventoried/Determined Not-eligible
  - Not Previously Assessed/Full Form Recommended
  - Not Previously Assessed/Form Front Recommended
- MVHD Contributing Resource

Data Sources:
- Road names from the NH Department of Transportation
- Surface waters extracted from parcel boundaries
- Archeologically sensitive areas identified by Victoria Bunker, Archaeologist, 2007, and digitized by MJ
- MVHD boundary based on 2004 parcel data provided by the Town of Meredith
- Archeologically sensitive areas identified by Victoria Bunker, Archaeologist, 2007, and digitized by MJ

Survey data from the NHDOT
Historic resources and Meredith Village Historic District (MVHD) boundary identified by Elizabeth Hengen, Consultant in Historic Preservation, 2007, and digitized by McFarland- Johnson, Inc. (MJ). MVHD boundary based on 2004 parcel data provided by the Town of Meredith.

Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.

Survey data from the NHDOT.

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.

Mercedith US Route 3/NH Route 25 Improvements Planning Study

Cultural Resource Sensitivity Within Planning Study Survey Area

Sheet 4.7.6
Historic resources and Meredith Village Historic District (MVHD) boundary identified by Elizabeth Hengen, Consultant in Historic Preservation, 2007, and digitized by McFarland-Johnson, Inc (MJ).

MVHD boundary based on 2004 parcel data provided by the Town of Meredith.

Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.

Survey data from the NHDOT.

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
- Historic resources and Meredith Village Historic District (MVHD) boundary.
- Archeologically sensitive areas.

Legend:
- Study Area
- Lake or Pond
- River or Stream
- Meredith Village Historic District (MVHD)
- Current Boundary
- Recommended Inclusion
- Historic Resources:
  - Previously Inventoried/Determined Eligible
  - Previously Inventoried/Determined Not-eligible
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  - European-American
  - Native American
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Survey data from the NHDOT.

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
CULTURAL RESOURCE SENSITIVITY WITHIN PLANNING STUDY SURVEY AREA

MEREDITH US ROUTE 3/NH ROUTE 25 IMPROVEMENTS PLANNING STUDY

Legend
- Study Area
- Lake or Pond
- River or Stream

Meredith Village Historic District (MVHD)
- Current Boundary
- Recommended Inclusion

Historic Resources
- Previously inventoried/Determined Eligible
- Previously inventoried/Determined Not-eligible
- Not Previously Assessed/Form Front Recommended
- Not Previously Assessed/Full Form Recommended

Archeologically Sensitive Areas
- Disturbed
- European-American
- Native American

Data Sources:
- Road names from the NH Department of Transportation.
- Surface waters extracted from parcel boundaries.
- Archeologically sensitive areas identified by Victoria Bunker, Archeologist, 2007, and digitized by MJ.

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CULTURAL RESOURCE SENSITIVITY WITHIN PLANNING STUDY SURVEY AREA

MEREDITH US ROUTE 3/NH ROUTE 25 IMPROVEMENTS PLANNING STUDY

Legend
- Study Area
- Lake or Pond
- River or Stream

Meredith Village Historic District (MVHD)
- Current Boundary
- Recommended Inclusion

Historic Resources
- Previously inventoried/Determined Eligible
- Previously inventoried/Determined Not-eligible
- Not Previously Assessed/Form Front Recommended
- Not Previously Assessed/Full Form Recommended

Archeologically Sensitive Areas
- Disturbed
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