

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

Name, Location, Ownership

1. Historic name: _____
2. District or area: _____
3. Street and number: U.S. Route 202
Retaining Wall
4. City or town: Peterborough
5. County: Hillsborough
6. Current owner: Town of Peterborough

Function or Use

7. Current use(s): retaining wall
8. Historic use(s): retaining wall

Architectural Information

9. Style: N/A
10. Architect/builder: Unknown
11. Source: _____
12. Construction date: ca. 1890s
13. Source: Research--see text
14. Alterations, with dates: Unknown
15. Moved? no yes date: N/A

Exterior Features

16. Foundation: random dry laid rubble stone
17. Cladding: N/A
18. Roof material: N/A
19. Chimney material: N/A
20. Type of roof: N/A
21. Chimney location: N/A
22. Number of stories: N/A
23. Entry location: N/A
24. Windows: N/A
Replacement? no yes date: N/A

Site Features

25. Setting: village center, secondary federal highway
26. Outbuildings: N/A
27. Landscape features: River and embankment, dam
28. Acreage: --
29. Tax map/parcel: --
- 30 UTM reference: 19.259175.4751180



35. Photo 1
36. Date June 2010
37. Image file: PET0029_01 Direction: SE
38. Image file stored at: Preservation Company

31. USGS quadrangle and scale: Peterborough North, 1:24000

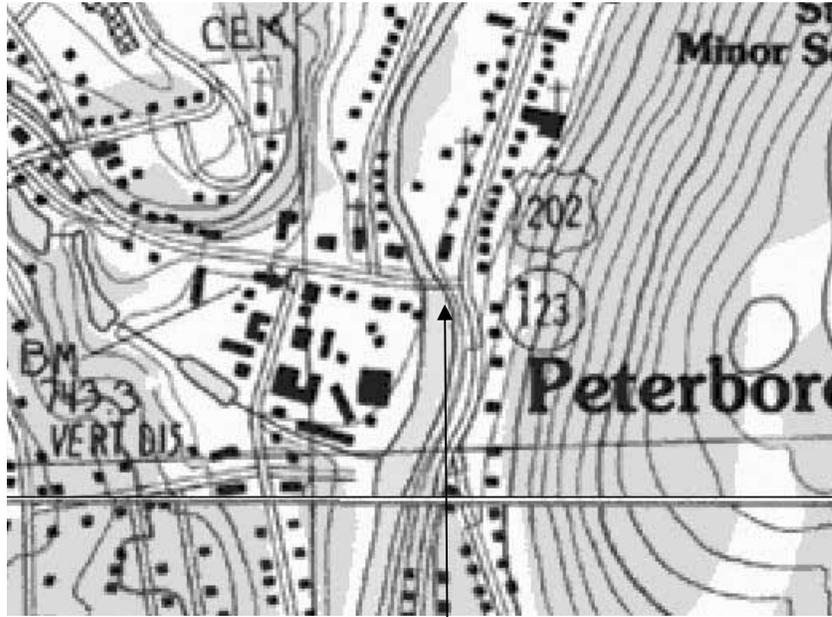
Form prepared by

32. Name: Laura B. Driemeyer
33. Organization: Preservation Company, Kensington, NH
34. Date of survey: June 2010

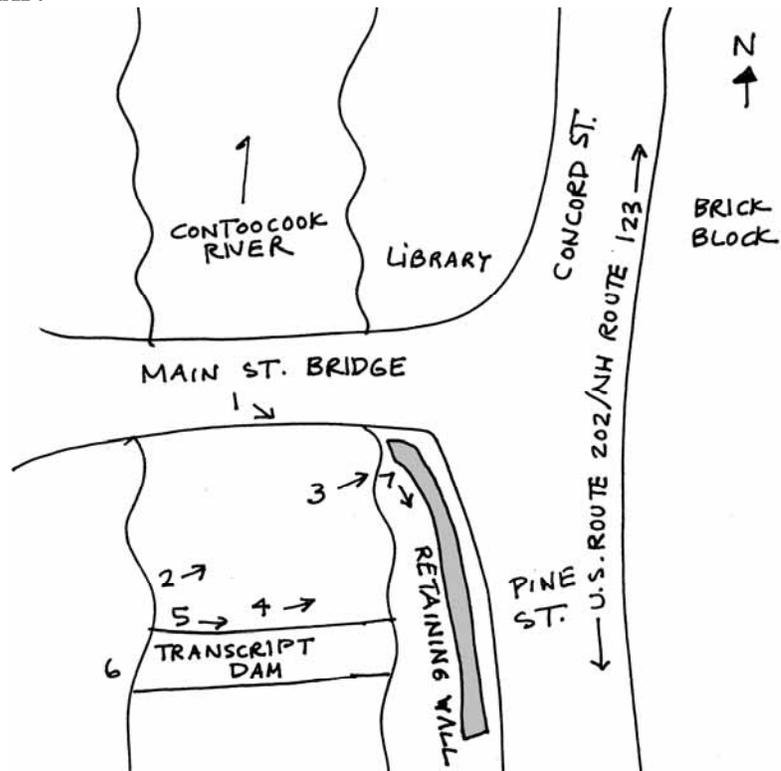
INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

39. LOCATION MAP:



40. PROPERTY MAP:



showing photo numbers

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

41. Historical Background and Role in the Town or City's Development:

The U.S. Route 202 Retaining Wall parallels the north end of Pine Street (now part of U.S. Route 202/N.H. Route 123), a road first laid out in the 1750s, and abuts the southeast wing wall of the Main Street Bridge (built 1940-1941, Bridge No. 092/089) in Peterborough Center Village. The need for a wall in this location can be directly correlated with the topography and the road's proximity to a steep embankment along the east side of the Contoocook River. The present retaining wall dates to the 1890s, "according to a Town photograph."¹ However, owing to Pine Street's proximity to the embankment it is possible some type of retaining wall was in the vicinity of the present wall by the late eighteenth century. Pine Street was one of the town's principal early residential streets and part of the early route from the south part of town to the Great Bridge, one of the town's earliest river crossings (now Main Street Bridge) and present by the 1760s. Pine Street followed the eastern edge of the "Mill Farm" set off by the early proprietors. Before the development of Smith's Village, as Peterborough Center Village was known, the earliest meetinghouse was to the northeast on Street Road. The junction of Cheney Avenue and Pine Street (later called Carter's Corner) was a center of settlement by the end of the eighteenth century.²

The village near the present Main Street Bridge crossing began to develop in the late 1790s when concentrated development occurred to the west along Main Street. The settlement node, known originally as "Smith's Village" because Samuel Smith (1765-1842) was an early developer and land-owner, consisted of some manufactories, all along Nubanusit Brook. The only industry close to the retaining wall location but not related to it was a grist mill established 1829 on the west side of the Contoocook River, just south of current Main Street Bridge crossing.³

In the early nineteenth century through-roads in southern New Hampshire became increasingly important as overland transportation increased during the turnpike era. For the first three-quarters of the nineteenth-century Pine Street was part of the primary route into the village center from the south and east. It was part of the route between Jaffrey and points north and northeast. The east-west route between Amherst and Keene (partly today's Route 101) jogged through town on Wilton Road, up Street Road, onto Cheney Avenue, Pine Street, and over the Main Street Bridge before continuing west out of the village center. Granite Street (U.S. Route 202/N.H. 123), which runs between Pine Street and N.H. Route 101 and now the primary north-south route through town was first laid out between 1868 and 1872. Its name derives from the granite quarry that operated there in the nineteenth century and the road was built in three segments.

In the 1890s the Town initiated a number of improvements, town-wide and especially in the several villages, including the Center Village. In that decade Peterborough began to install concrete sidewalks throughout the village center. The construction or reconstruction of the U.S. Route 202

¹ SEA Consultants Inc., "Existing Conditions Report: Stabilization/Rehabilitation U.S. Route 202 Retaining Wall for the Town of Peterborough, NH," (March 2001), 2.1. The report does not include a copy of this photograph. Efforts to locate a copy of the photograph have been unsuccessful.

² Daniel Searle, "Plan of Peterborough," 1805 (Microfilm collection of New Hampshire State Library, Concord, New Hampshire). Philip Carrigan, *New Hampshire* (Concord, NH: 1816) [David Ramsey Historical Map Collection. <http://www.davidrumsey.com/>]. Daniel Searle, "Map of Peterborough, N.H." (1819), reprinted in Morison and Smith, 148.

³ Searle 1819. John Lund, "Plan of the Establishment of the Phoenix Manufacturing Company and Lower Main and Grove Streets in Peterborough, N.H.," 1836 reprinted in Morison and Smith, 925. J. Chace, Jr., *Map of Hillsborough County, New Hampshire* (Boston: Smith, Mason and Co., 1858). D. H. Hurd & Co., *Town and City Atlas of the State of New Hampshire* (Boston: D.H. Hurd, 1892) [David Rumsey Historical Map Collection, <http://www.davidrumsey.com/>]. Albert Smith and John Hopkins Morison, *History of the Town of Peterborough, Hillsborough County, New Hampshire, With the Report of the Proceedings at the Centennial Celebration in 1839* (Boston: Press of G.H. Ellis, 1876), 195-205. George Abbot Morison and Etta M. Smith, *History of Peterborough, New Hampshire* (Rindge, N.H.: R.R. Smith, 1954), 352-367.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY NUMBER: PET0029**

Retaining Wall may have been related to the construction of a concrete sidewalk along the west side of Pine Street. The addition of sidewalks was one of a number of upgrades done throughout the town in the last decade of the nineteenth century including adding sewers and electricity and establishing a local water system. In 1892 the Town Warrant included the item “[t]o see if the town will authorize the continuation of the construction of concrete Sidewalks under the direction of the Selectmen and raise and appropriate money for the same.”⁴ The 1895, 1896, and 1897 Annual Reports include town warrant items and expenses for concrete sidewalks on Pine Street.⁵ It may have been at this time that the wall was built or rebuilt though no itemized expense can be identified in the annual reports relating to the building of the wall.

In the twentieth century, the north end of Pine Street near the river crossing was likely reworked and/or rebuilt as it became part of N.H. Route 101 in the 1920s. At the time of the construction of the 1940-1941 Main Street Bridge, the new southeast wing wall was integrated with the retaining wall, replacing an older wing wall of different configuration and construction (Bridge Plans, sheets 4 and 11). In 1947 the State Highway Department did a road improvement project along Pine and Granite streets but no major work appears to have been done to the retaining wall (see sheet 5).

42. Applicable NHDHR Historic Contexts:

88. Automobiles, Highways and Culture 1900-present

43. Architectural Description and Comparative Evaluation:

Three types of masonry construction extend approximately 1,000 feet south from the abutment of the Main Street Bridge (No. 092/089) along the west side of U.S. Route 202/N.H. Route 123/Pine Street/Granite Street and paralleling the east side of the Contoocook River (see SEA Consultants Figure 1). They include the southeast wing wall of the Main Street Bridge and two retaining walls providing support for the adjacent road and sidewalk sections. This inventory form focuses on the middle section, the U.S. Route 202 Retaining Wall, a roughly 382'-long random dry laid rubble stone retaining wall possibly built in the 1890s. The north end of the retaining wall abuts a roughly 47' wide by 17' high Main Street Bridge southeast wing wall, constructed of mortared ashlar stone and built in 1940-1941 (Photos 2, 3; Sheets 4, 11). A cast-in-place concrete retaining wall is present south of but separate from the U.S. 202 Retaining Wall and extends roughly 600' along Pine and Granite streets. The descriptive information that follows derives extensively from several reports by engineers done between 2001 and 2006; copies can be found in the Main Street Bridge (No. 092/089) files in the Department of Bridge Design, New Hampshire Department of Transportation and in the Town of Peterborough Department of Public Works.⁶

⁴ *Annual Reports of the Town Officers of Peterboro'*; N.H. for the year ending March 1, 1892 (Peterboro': Transcript Office, 1892), 45.

⁵ *Annual Reports of the Town Officers of Peterboro'*; N.H. for the year ending February 15, 1895 (Peterboro': Transcript Office, 1895), 42-43. *Annual Reports of the Town Officers of Peterboro'*; N.H. for the year ending February 15, 1896 (Peterboro': Transcript Office, 1896), 36-37. *Annual Reports of the Town Officers of Peterboro'*; N.H. for the year ending February 15, 1897 (Peterboro': Transcript Office, 1897), 35.

⁶ The four items are 1) SEA Consultants Inc., “Existing Conditions Report; 2) SEA Consultants, Inc., “Engineering Study Report; 3) Mark W. Richardson to David J. Brillhart, 4 April 2003, Inter-Department Communication in New Hampshire Department of Transportation Bridge Design Files, Bridge No. 092/089; and 4) Mark W. Richardson to David J. Brillhart, 8 February 2006, Inter-Department Communication in New Hampshire Department of Transportation Bridge Design Files,

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

The U.S. Route 202 Retaining Wall is set into a steep embankment between the sidewalk paralleling U.S. Route 202 and the river bank. A narrow strip of land, ranging from 20' to 70' in width is located between the wall face and east bank of the river. The mostly wooded embankment features mature trees and underbrush and slopes down from the retaining wall to the river bank in various grades from between approximately 1.2H (horizontal) to 1V (vertical) and 5 H to 1V.⁷ Above and immediately east of the wall is an asphalt sidewalk and chain link fencing situated between the top of the wall and the road. About 80' south of the Main Street Bridge, the Transcript Dam runs perpendicular to the retaining wall but terminates short of the wall.

The random dry laid rubble stone wall extends roughly 382' south from the bridge wing wall along U.S. Route 202. The northerly end of the retaining wall tapers down with the newer wing wall rising across it. The wall is constructed of stone ranging in volume from roughly 2 to 6 cubic feet, randomly shaped and loosely stacked. The exposed height of the wall ranges from roughly 3' to 17'.⁸ Four drainage pipes protrude at various heights and locations along the length of the wall. The storm drain pipes spill on to either a concrete apron or directly onto the embankment (see 2006 photos). One, 12" in diameter and located about mid-point, is concrete and extends about 2' from the wall face. The stone work around one consists of small stones and mortar, indicating an alteration. They carry runoff from catch basins located along the eastern side of U.S. Route 202.⁹ Some variation and condition of portions of the wall suggests slightly different building phases but that may relate to work done around the drainage pipes than the wall surface.¹⁰ No plans have been located of the wall but it is assumed the wall "bears directly on the soil at a shallow depth beneath the existing ground."¹¹ Neither the detailed dimensions nor the foundation support system is known but the later is presumed to be a "mass gravity structure bearing at shallow depth on the natural sand deposits."¹² Boring indicated that subsurface conditions consist of a natural silty/gravelly sand deposit overlying bedrock.¹³

The random dry laid rubble stone wall has deficiencies including large voids between some stones and bulging and tilting sections. The stone shapes and the method in which they were originally laid created multiple voids (sometimes as large as 200 square inches) along the length of the wall. Consequently, the voids have allowed for the movement of fine materials such as sand and silt through the wall. The loss of these fine materials have, in turn, created sinkholes along or adjacent to the sidewalk above the wall.¹⁴ These conditions may have been created in part by soil erosion and sinkholes at several locations behind the wall that have required regular repair. In addition, grass and occasionally brush is growing from between the stones.¹⁵

Bridge No. 092/089. Our thanks to Nicole Macstay, Assistant to the Town Administrator, who was extremely helpful in locating certain documents.

⁷ SEA Consultants Inc., "Existing Conditions Report," 1.1.

⁸ SEA Consultants Inc., "Existing Conditions Report," 2.1-2.2. A second source indicates the height ranges from 4 to 10 feet. Richardson to Brillhart, 8 February 2006.

⁹ SEA Consultants, Inc., "Engineering Study Report," 2-1, 2-2.

¹⁰ Richardson to Brillhart, 8 February 2006.

¹¹ SEA Consultants Inc., "Existing Conditions Report," 2.1.

¹² Ibid, 1.1.

¹³ CLD Consulting Engineers and GEI Consultants, "Transcript Dam Engineering Study." December 2001. Submitted to the Town of Peterborough.

¹⁴ SEA Consultants, Inc., "Engineering Study Report," 2-2.

¹⁵ Ibid., 2-1, 2-2. Richardson to Brillhart, 8 February 2006.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY NUMBER: PET0029****44. National or State Register Criteria Statement of Significance:**

The U.S. Route 202 Retaining Wall, built in the 1890s, is not eligible for listing on the National Register of Historic Places.

Criterion A: The U.S. Route 202 Retaining Wall, built in the 1890s, is not eligible under this criterion. The wall is a representative example of roadway improvements from a period when the state and towns were beginning to upgrade roads including the addition of concrete sidewalks in village and town centers. The wall, however, is not a sufficiently significant example of this theme to be individually eligible for the National Register. During this period, many of New Hampshire's larger towns were making improvements to their infrastructure including paving roads and adding concrete sidewalks. Making such improvements required, at times, improvements of adjacent structures such as retaining walls to accommodate altered routes or features.

Criterion B: The U.S. Route 202 Retaining Wall, built in the 1890s, is not eligible under this criterion. Though no individuals have been associated with the construction of the retaining wall have been identified they likely would not rise to a level of significance in a historic context.

Criterion C: The U.S. Route 202 Retaining Wall, built in the 1890s, is not eligible under this criterion. The wall is typical of its type and its design is not unusual, novel, or architecturally distinguished. The deficiencies of the wall compromise somewhat its integrity and thus the wall does not constitute an outstanding example of a widely used type.

Criterion D: The U.S. Route 202 Retaining Wall, built in the 1890s, is not eligible under this criterion though there may be a slight possibility of archaeological evidence of earlier nineteenth-century retaining walls and construction material.

45. Period of Significance:

N/A

46. Statement of Integrity:

The U.S. Route 202 Retaining Wall retains integrity of location and setting as a masonry retaining wall on a steep embankment between a river bank and a roadway and concrete sidewalk. The integrity of the design, materials, and workmanship, a random dry laid rubble stone wall has been compromised somewhat owing to work done around the four projecting drainage pipes, including replacement of original stone work and pipes. In addition, the wall has a number of deficiencies including multiple voids and bulging and tilting sections. The retaining wall retains integrity of feeling and association as a retaining wall constructed with long-standing techniques to serve a functional purpose within a village setting.

47. Boundary Discussion:

N/A

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

48. Bibliography and/or References:PRIMARY SOURCES

New Hampshire Department of Transportation. Bridge Design, Design Card and Inspection Reports, 1941-present. Bridge No. 092/089.

New Hampshire Department of Transportation. Bridge Design Files. Bridge No. 092/089.

Historic Photographs

Collections of the Peterborough Historical Society

Maps, atlases, and plans

Carrigain, Philip. *New Hampshire*. Concord, NH: 1816. [David Ramsey Historical Map Collection. <http://www.davidrumsey.com/>]

Chace, Jr., J. *Map of Hillsborough County, New Hampshire*. Boston: Smith, Mason and Co., 1858.

Hurd, D. H., & Co. *Town and City Atlas of the State of New Hampshire*. Boston: D. H. Hurd and Co., 1892. "Plans of Proposed Federal Aid Project No. 18 B(1), U.S. Route 202 & N.H. Route 101" [Bridge No. 092/089].

Lund, John. "Plan of the Establishment of the Phoenix Manufacturing Company and Lower Main and Grove Streets in Peterborough, N.H.,"

"Plans of Proposed Federal Aid Project No. 18 B(1), U.S. Route 202 & N.H. Route 101" [Bridge No. 092/089]. State of New Hampshire, Highway Department, Bridge Design, 12 sheets, 1939.

Searle, Daniel. "Plan of Peterborough" 1805. Microfilm collection of New Hampshire State Library, Concord, New Hampshire.

Searle, Daniel. "Map of Peterborough, N.H." 1819. Reprinted in Morison and Smith.

Unpublished Reports

CLD Consulting Engineers and GEI Consultants. "Transcript Dam Engineering Study." December 2001. Submitted to the Town of Peterborough.

SEA Consultants Inc. "Existing Conditions Report. Stabilization/Rehabilitation U.S. Route 202 Retaining Wall for the Town of Peterborough, NH." March 2001. Copy from Town of Peterborough, Department of Public Works.

SEA Consultants, Inc. "Engineering Study Report: Stabilization/Rehabilitation U.S. Route 202 Retaining Wall for the Town of Peterborough, NH." December 2001. Partial copy in New Hampshire Department of Transportation, Bridge Design Files, Bridge No. 092/089.

SECONDARY SOURCES

Morison, George Abbot, and Etta Marinda Smith. *History of Peterborough, New Hampshire*. Rindge, N.H.: R.R. Smith, 1954.

Smith, Albert, and John Hopkins Morison. *History of the Town of Peterborough, Hillsborough County, New Hampshire, With the Report of the Proceedings at the Centennial Celebration in 1839, Genealogical Register*. Boston: Press of G.H. Ellis, 1876.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

Public Documents

Annual Reports of the Town Officers of Peterboro’; N.H. for the year ending March 1, 1892.
Peterboro’: Transcript Office, 1892.

Annual Reports of the Town Officers of Peterboro’; N.H. for the year ending February 15, 1895
Peterboro’: Transcript Office, 1895.

Annual Reports of the Town Officers of Peterboro’; N.H. for the year ending February 15, 1896
Peterboro’: Transcript Office, 1896.

Annual Reports of the Town Officers of Peterboro’; N.H. for the year ending February 15, 1897
Peterboro’: Transcript Office, 1897.

Surveyor’s Evaluation

NR listed: individual
within district

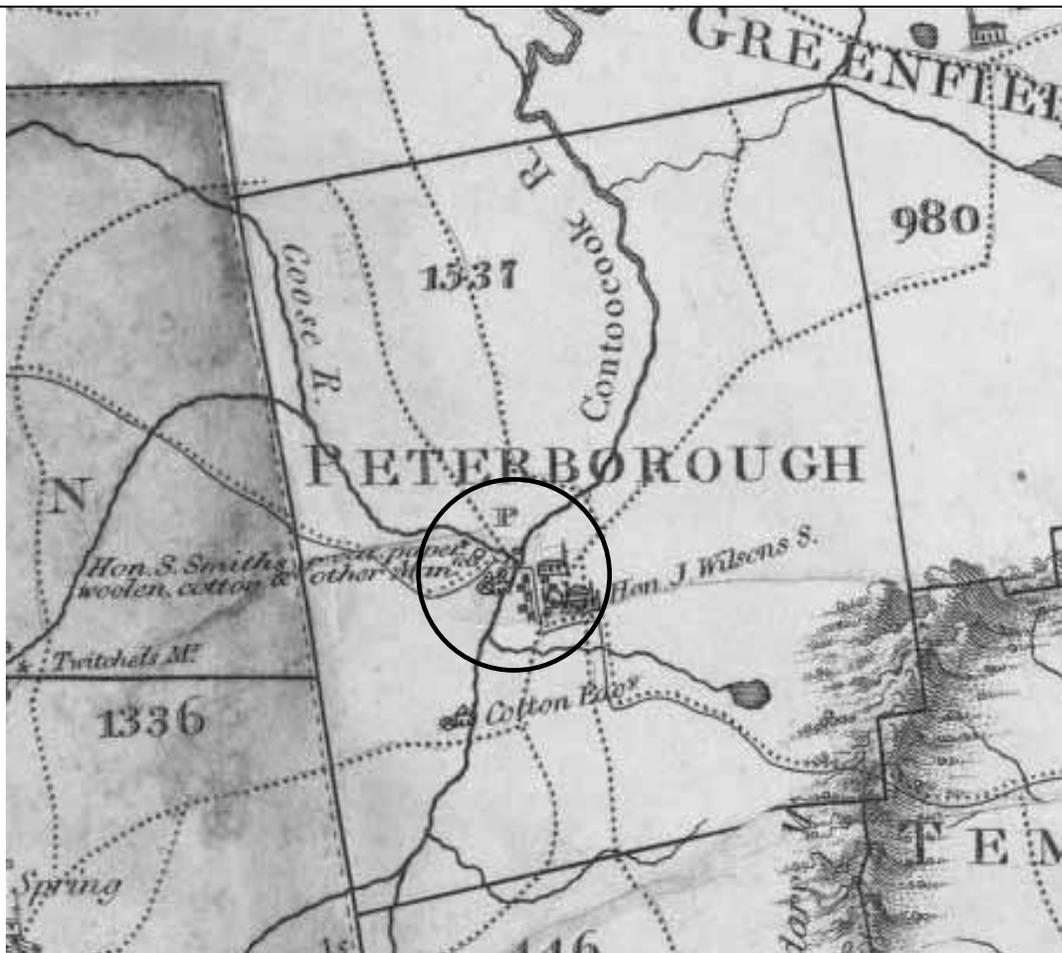
NR eligible: individual
within district
not eligible
more info needed

NR Criteria: A
B
C
D
E

Integrity: yes
no

INDIVIDUAL INVENTORY FORM

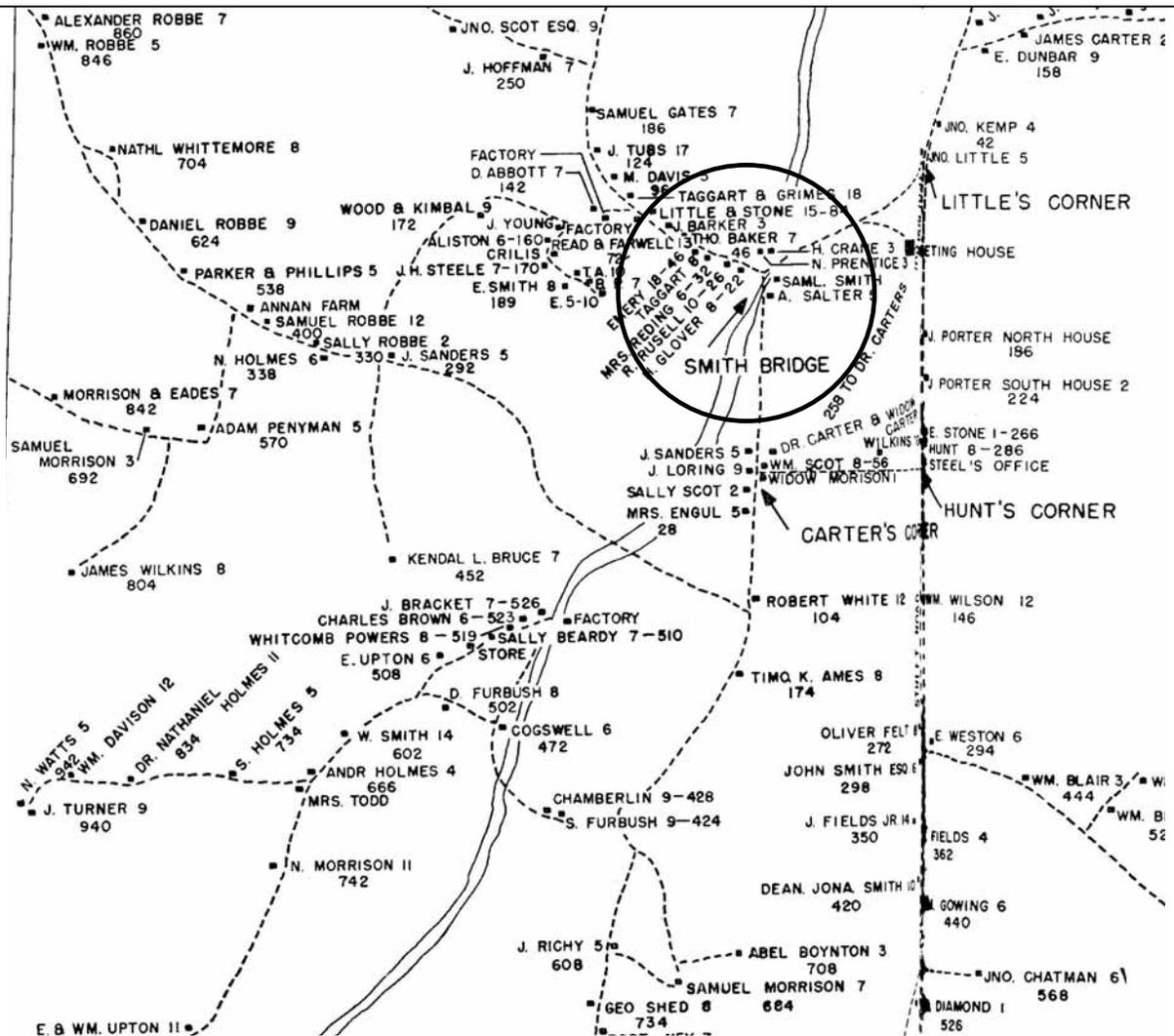
NHDHR INVENTORY NUMBER: PET0029



Detail of Peterborough, Philip Carrigain, *New Hampshire*, 1816.

INDIVIDUAL INVENTORY FORM

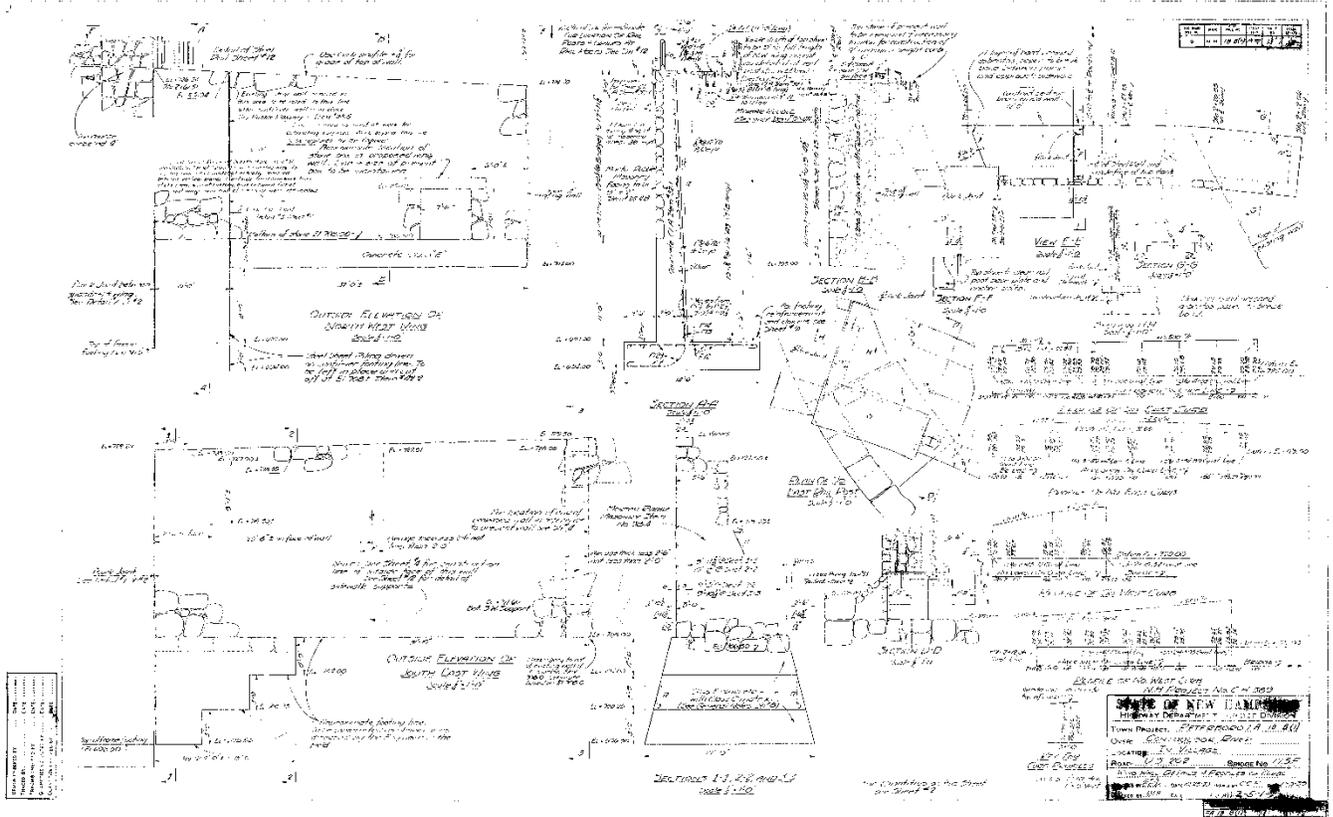
NHDHR INVENTORY NUMBER: PET0029



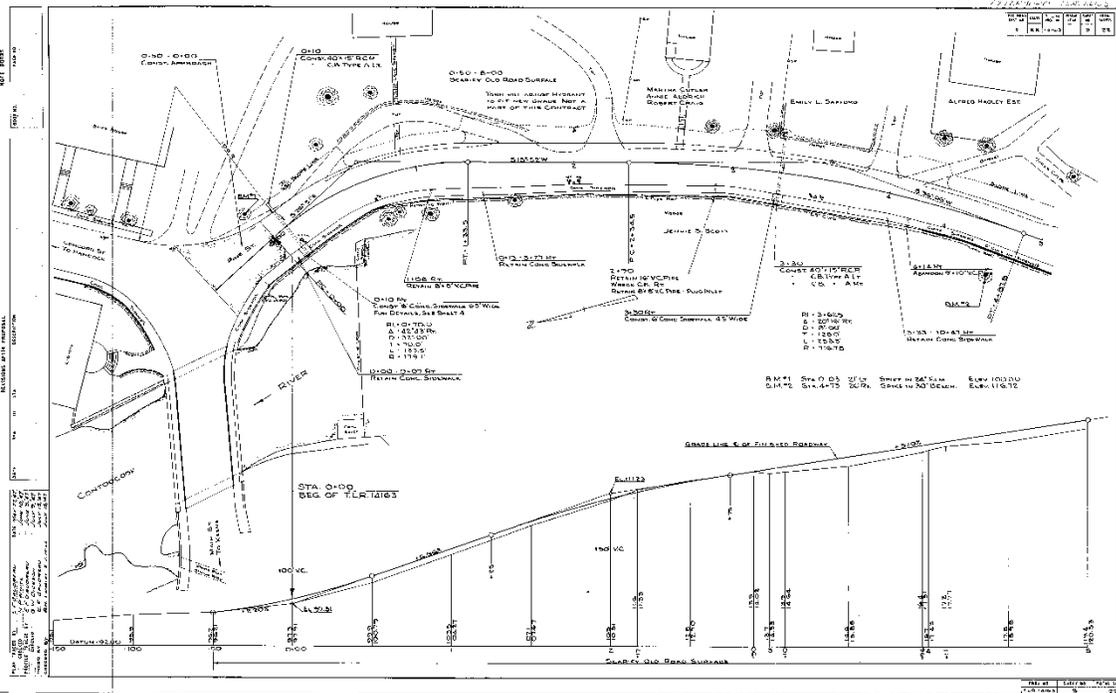
Detail from Daniel Searle, "Map of Peterborough N.H.," 1819. Reproduced in Morison and Smith, p. 148.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



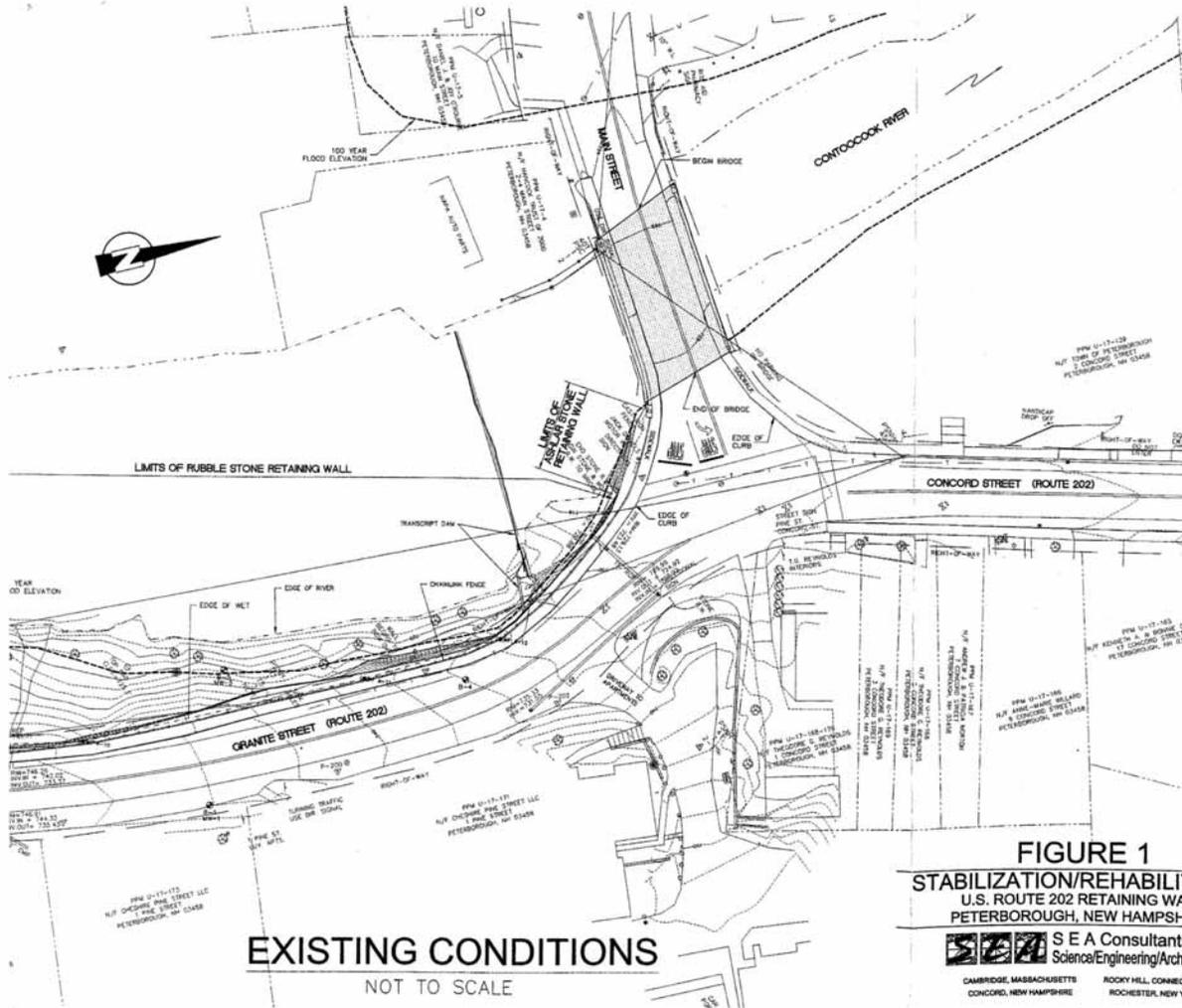
Wing wall Details and Curb Profiles, Sheet No. 11. NHDOT Bridge Design (1940).



T.L.R. Project No. 14163 Pine and Granite streets, 1947. Sheet 5. New Hampshire Department of Transportation.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Plan of Existing Conditions, 2001. From SEA Consultants Inc. Report.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

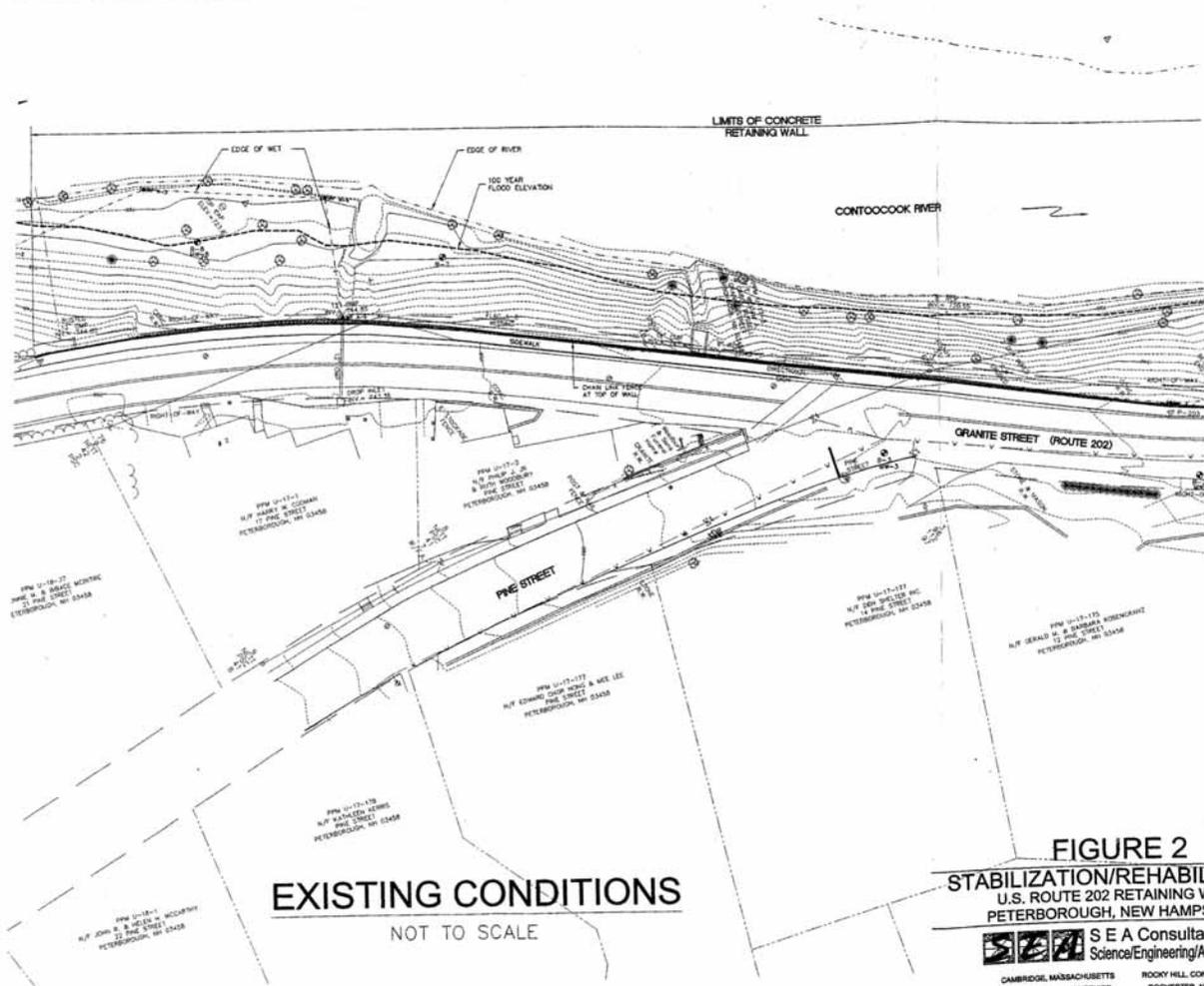


FIGURE 2
STABILIZATION/REHABILITATION
U.S. ROUTE 202 RETAINING WALL
PETERBOROUGH, NEW HAMPSHIRE
SEA Consultants Inc.
Science/Engineering/Architecture
CAMBRIDGE, MASSACHUSETTS ROCKY HILL, CONNECTICUT
CONCORD, NEW HAMPSHIRE ROCHESTER, NEW YORK

Plan of Existing Conditions, 2001. From SEA Consultants Inc. Report.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Approximate northerly end of dry laid rubble stone section

Approximate southerly end of dry laid rubble stone section

Bridge southeast wing wall—
mortared ashlar stones

Image from Bing Maps: www.bing.com/maps, Accessed September 2010.

Historic Images and Photographs



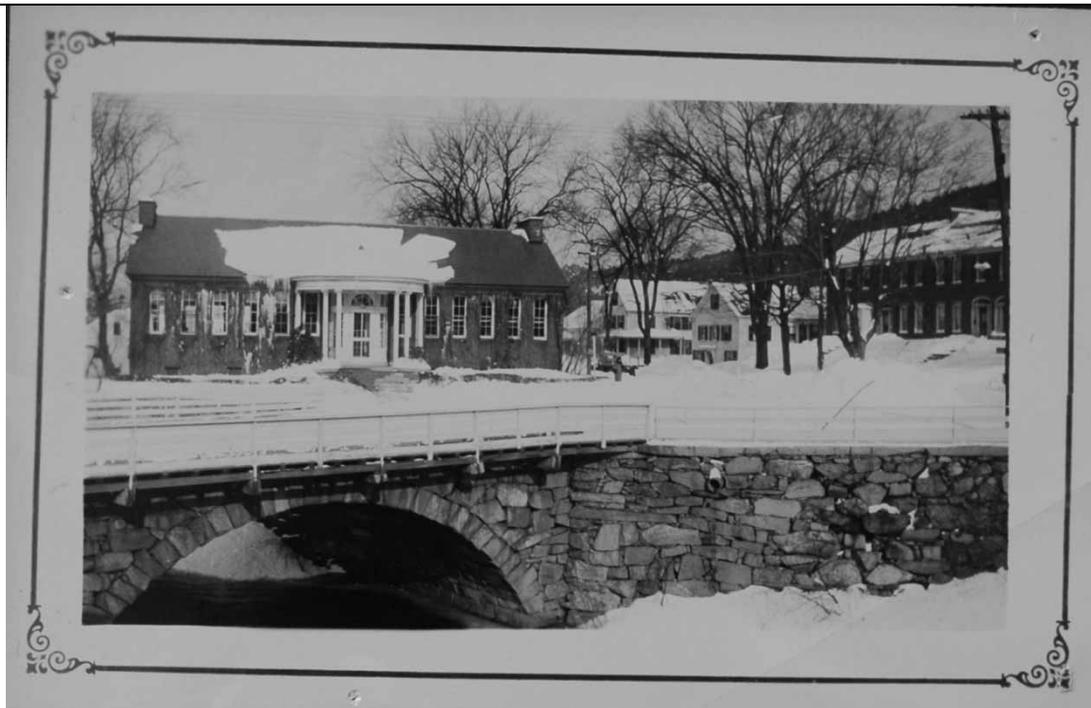
Painting, east end of Main Street and Pine Street, at Stone Arch Bridge with a retaining wall along Pine Street. View ca. 1840s. Collection of Peterborough Historical Society.



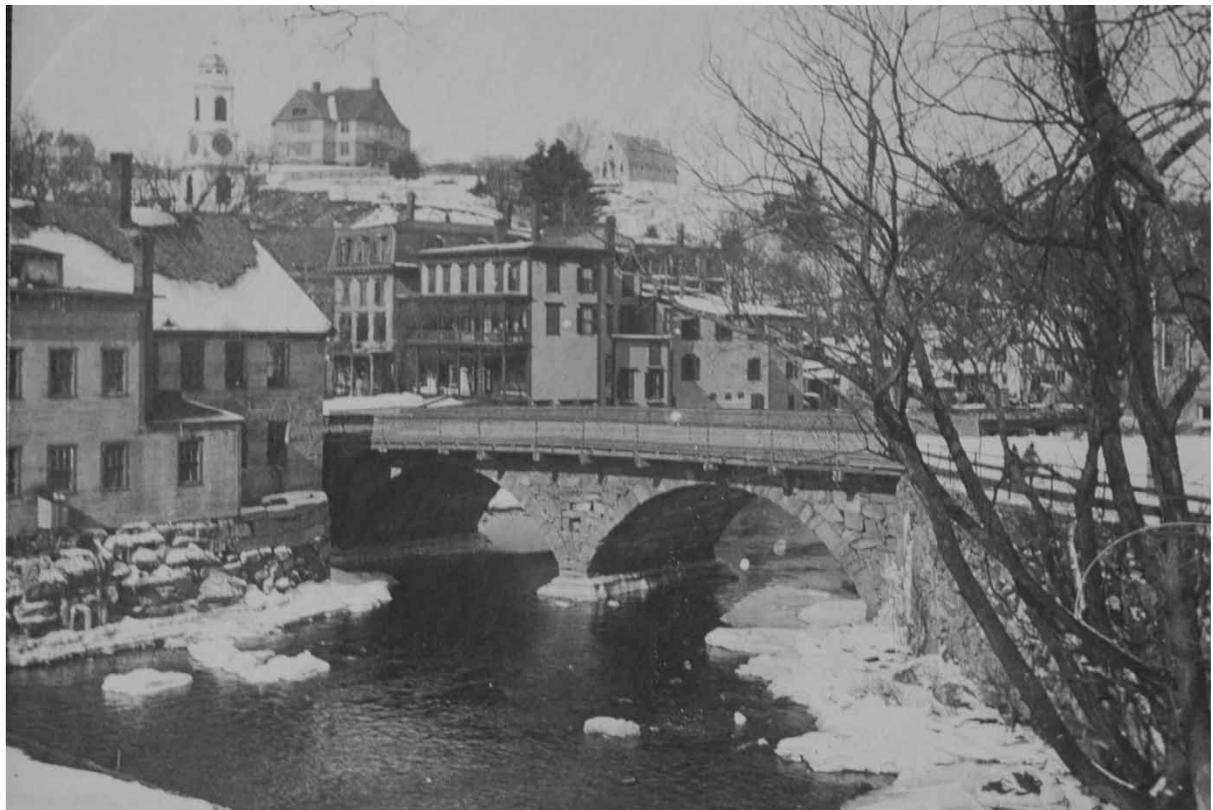
View from northwest corner of old 1842 Main Street Bridge, looking southeast towards Pine Street and a retaining wall, though it is not the current wall. Collection of Peterborough Historical Society.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



East end of 1842 stone arch bridge and masonry wing wall, view 1914-1938. Collection of Peterborough Historical Society.



1842 Stone Arch Bridge and wing wall/retaining wall, looking northwest. View after 1893. Collection of Peterborough Historical Society.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Postcard, ca. 1890?, north end of Pine Street, looking south. Sidewalk along river at right.



Postcard, view before 1907 (postmarked 1907). Looking north with old southeast wing wall and retaining wall in view.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Postcard, view before 1914, looking northwest from east side of Pine Street at Main Street Bridge.



East end of 1940-41 Main Street Bridge, wing wall, and retaining wall, looking northeast. Collection of Peterborough Historical Society.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



March 17, 2003 (B166-15). Section settled and tipped with voids. NHDOT, Bridge Design.



March 17, 2003 (B166-16). Section settled, bulging with voids. NHDOT, Bridge Design.



March 17, 2003 (B166-18). West elevation of SE section of retaining wall. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



March 17, 2003 (B166-20). View of SE retaining wall from bridge. NHDOT, Bridge Design.



March 17, 2003 (B166-21). SE approach sidewalk. NHDOT, Bridge Design.



April 01, 2003 (B168-10). Typical view of retaining wall, looking north. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



April 01, 2003 (B168-11). Retaining wall, settlement, drain pipe near 1 Pine Street. NHDOT, Bridge Design.



April 01, 2003 (B168-12). Retaining wall settlement, looking north. NHDOT, Bridge Design.



February 06, 2006 (B272-11). Stones loose over drain pipe at south end of wall. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



February 06, 2006 (B272-12). Wall bulging in front of and both sides of utility pole. NHDOT, Bridge Design.



February 06, 2006 (B272-16). Face of bulging wall under concrete filled sinkhole. NHDOT, Bridge Design.



February 06, 2006 (B272-17). Face of bulging wall under utility pole. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



September 19, 2006 (B290-28). Typical stonework in shorter southern stone portion of retaining wall. NHDOT, Bridge Design.



September 19, 2006 (B290-29). Typical stonework in shorter southern stone portion of retaining wall. Moving north from photo #28. NHDOT, Bridge Design.



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

September 19, 2006 (B290-30). Typical stonework in shorter southern stone portion of retaining wall. Moving north from photo #29. NHDOT, Bridge Design.



September 19, 2006 (B290-31). Drain outfall in shorter southern stone portion of retaining wall. Deteriorating stone to the right of the pipe. North of photo #30. NHDOT, Bridge Design.



September 19, 2006 (B290-32). Typical stonework in shorter center portion of retaining wall. Moving north of photo #31. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



September 19, 2006 (B290-33). Typical stonework in shorter center portion of retaining wall. NHDOT, Bridge Design.



September 19, 2006, (B290-34). Typical stonework in shorter center portion of retaining wall. Moving north from photo #33. NHDOT, Bridge Design.



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

September 19, 2006 (B290-35). Typical stonework in shorter center portion of retaining wall. Moving north from photo #34. NHDOT, Bridge Design.



September 19, 2006 (B290-37). Moving north from photo #36. NHDOT, Bridge Design.



September 19, 2006 (B290-38). Moving north from photo #37 into higher portion of wall. Outward tilt of 10"-12" evident. NHDOT, Bridge Design.



September 19, 2006 (B290-39). Moving north from photo #38. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



September 19, 2006 (B290-41). North of photo 39 but not contiguous with it. NHDOT, Bridge Design.



September 19, 2006 (B290-43). Moving north from photo #41. Typical looking stonework. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



September 19, 2006 (B290-44). Closer view of lower portion of wall shown in photo #43. NHDOT, Bridge Design.



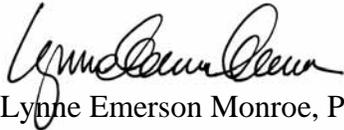
September 19, 2006 (B290-45). Area of wall 50'+-north of photo #43. Typical looking stonework. Partially obscured by trees. NHDOT, Bridge Design.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Draft Digital Photo Policy (3/1/09-1/31/10). My camera was set to the following specifications: "fine" image quality (compression ratio 1:4) and "large" image size (3008 x 2000 pixels). These photos were printed using the following: HP Photosmart Pro B9280 printer using HP Vivera pigment inks on HP Premium Photo Paper, glossy.



Lynne Emerson Monroe, Preservation Company
June 2010

Digital Photo Log

The photos for this project are named:

PET0029_01 through PET0029_07

where the first 7 digits are the survey number of the individual property and the last two digits are the photo number.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029

Current Photographs

Address: U.S. Route 202/Pine Street Date taken: June 2010 Image file stored at: Preservation Company



Photo 2: South elevation of Main Street Bridge and southeast wing wall (built 1940-1941)
Image file: PET0029_02 Direction: NE



Photo 3: Detail of 1940-1941 wing wall
Image file: PET0029_03 Direction: E

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Photo 4: Juncture of 1940-1941 wing wall section and older random dry laid rubble stone section with Transcript Dam in foreground

Image file: PET0029_04 Direction: NE



Photo 5: Northerly portion of older random dry laid rubble stone section with Transcript Dam in foreground

Image file: PET0029_05 Direction: E

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY NUMBER: PET0029



Photo 6: Detail of random dry laid rubble stone section along Pine Street, opposite 1 Pine Street
Image file: PET0029_06 Direction: E



Photo 7: Northerly portion of older random dry laid rubble stone section showing relationship to chain link fence and sidewalk
Image file: PET0029_07 Direction: S