

General John Stark Scenic Byway Corridor Management Plan

December 2008



Prepared by:
General John Stark Byway Council

Representing the towns of:
Dunbarton
Goffstown
New Boston
Weare

General John Stark Byway Council Members

Voting Town Members

Sherry Burdick, Historical Society, Weare
Wendy Clark, Weare
Mary Sullivan, Historic District Commission, Goffstown
Robbie Grady, Executive Director, Goffstown Main Street Program, Inc.
Leslie Hammond, Chairman, Board of Selectmen, Dunbarton
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Burton Reynolds, Town Administrator, New Boston
Bob Todd, Open Space Committee, New Boston
Burr Tupper, New Boston
Janice VandeBogart, Town Administrator, Dunbarton
Fred Ventresco, Town Administrator, Weare

Participating Town Members

Naomi Bolton, Land Use Coordinator, Weare
James Bingham, Assistant Town Administrator, Goffstown
Bill & Sylvia Beaupre, Historical Society, Weare
Elizabeth Dubrulle, Historic District Commission/ Heritage Commission, Goffstown
Susan Desruisseaux, Town Administrator, Goffstown
Barbara Griffin, Southern NH Planning Commission
Stephen Griffin, Planning & Economic Development, Goffstown
Ken Lombard, Open Space Committee New Boston
Ian McSweeney, Russell Foundation, Weare
Nicola Strong, Planning Coordinator, New Boston

State Agency/Regional Planning Commission Members

Dean Eastman, Coordinator, NH Department of Transportation Scenic By-Ways
David J. Preece, AICP, Executive Director/CEO, Southern NH Planning Commission
Sharon Wason, AICP, Executive Director, Central NH Regional Planning Commission

Supporting Staff

William 'Bill' Watson, Jr. P.E., Administrator, NH Department of Transportation,
Bureau of Planning and Community Assistance
Linda Wilson, Deputy State Historic Preservation Officer, NH State Historic Preservation
Craig Tufts, Planner, Central NH Regional Planning Commission
Jack Munn, AICP, Chief Planner, Southern NH Planning Commission
Rachel Kelly, Associate Planner, Southern NH Planning Commission
Amy Kizak, GIS Analyst, Southern NH Planning Commission
Mary Schmidt, Planning Intern, Southern NH Planning Commission
Seth Spain, Planning Intern, Southern NH Planning Commission

Table of Contents

Introduction.....	4
Federal Highway Administration's 14-points.....	4
Statement of Significance	7
Vicinity Map	9
Base Map	10
Inventory of Intrinsic Values	11
Current Physical Conditions	22
AADT Map	24
Existing Development and Conservation.....	25
Conservation Land Maps	26
Management Plan.....	27
Planning and Land Use Regulations	27
Commercial Traffic.....	28
Open Space/Landscaping.....	28
Sign Management	29
Action Plan.....	30
Vision Statement.....	30
Public Participation Process.....	30
Goals and Strategies.....	31
Detailed Action Plan.....	35
Marketing Plan.....	38
Appendix A.....	40
Appendix B	58

Introduction

This Corridor Management Plan (CMP) serves as the central planning document for the General John Stark Scenic Byway. The plan addresses the existing conditions of the byway, current regulations and other guidelines that are in place. It also offers potential strategies and actions that will maintain and enhance the features of the byway.

There are 14 points that are required in Corridor Management Plan for the nomination process for the National Scenic Byway designation for the Federal Highway Administration (FHWA).

Federal Highway Administration's 14-points

The Federal Highway Administration (FHWA) lists 14 components that must be in any Corridor Management Plan (CMP) included in a byway's application for national recognition.

The FHWA requirements for a CMP are:

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. See Vicinity Map on page 9.
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. See Inventory of Intrinsic Qualities starting on page 11.
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. See Action Plan and Goals and Strategies starting on page 30.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. See members of the General John Stark Byway Council on page 2 and Detail Action Plan on page 35.
5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. See Management Plan on page 27.
6. A plan for on-going public participation. See Action Plan, Public participation Process, Ongoing Management on pages 30 and 31.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character. See Current and Physical Conditions, Safety and Traffic on page 22.

8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. See Management Plan, Commercial Traffic on page 28.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway. See Management Plan, Open Space/Landscaping on page 28.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. See Management Plan, State and Local Sign Regulations on page 29.
11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction. See Management Plan State and Local Sign Regulations on page 29.
12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character. See Marketing Plan on page 38.
13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation. See Goals and Strategies on page 31.
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. See Marketing Plan on Page 38.

Adapted from: "National Scenic Byways Program". Federal Register. Vol. 60, No. 96. Thursday, May 18, 1995.

Statement of Significance

The State of New Hampshire officially designated a circular route connecting the towns of Goffstown, Dunbarton, Weare, and New Boston as the *General John Stark GMB/W Byway* in 2008. This route showcases many cultural and historical features of the region that are not only of significance to the state of New Hampshire, but also to the history of the United States. The route is located within Hillsborough County along NH 13 from Goffstown's downtown west to New Boston, north along NH 77 and NH 114 to Weare, east along NH 77 to Dunbarton, and south along NH 13 back to Goffstown (see following vicinity map).

New Hampshire's famous state motto "Live Free or Die" has been attributed to the state's best known Revolutionary War hero, General John Stark.¹ General Stark was first commissioned as a 2nd Lieutenant in Rogers' Rangers, a colonial militia, at the outbreak of the French and Indian Wars. This later led to his leadership in the Revolutionary War. He was instrumental in leading the fight at the Battle of Bunker Hill in 1775 and the Battle of Bennington in 1776.

During the time between the French and Indian Wars and the Revolutionary War, General Stark spent much time at the Page homestead in Dunbarton, and later married Elizabeth "Molly" Page. The homestead still stands today, and is one of the featured historic sites along the route. There are also other historical points of interest that refer back to the Stark family and the Revolutionary War era. The Caleb Stark Statue in Dunbarton stands as a tribute to General John Stark's son who also fought in the Revolutionary war. The cannon that was captured from the British during the Battle of the Bennington is named for General John Stark's wife, Molly Stark. The cannon is located on the byway route in New Boston. Also, the local high school in Weare is named after John Stark, and NH 114 in Weare is currently signed as the General Stark Highway North and South.

The four towns of Goffstown, Dunbarton, Weare, and New Boston share many common historic and cultural elements. Not only does the byway include elements from the days of General Stark, it also features historic sites from other periods of history. The Piscataquog River which flows alongside much of the route became a valuable resource

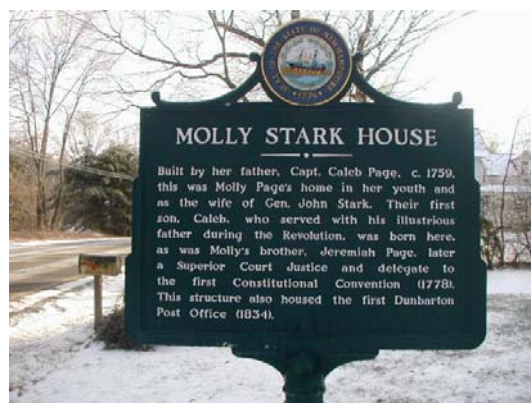
¹ The motto was part of a volunteer toast which General Stark sent to his wartime comrades, in which he declined an invitation to head up a 32nd anniversary reunion of the 1777 Battle of Bennington in Vermont, because of poor health. The toast said in full: "Live Free Or Die; Death Is Not The Worst of Evils." The following year, a similar invitation (also declined) said: "The toast, sir, which you sent us in 1809 will continue to vibrate with unceasing pleasure in our ears, "Live Free Or Die; Death Is Not The Worst Of Evils." Source: New Hampshire Almanac

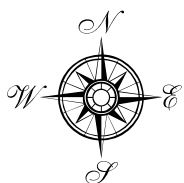
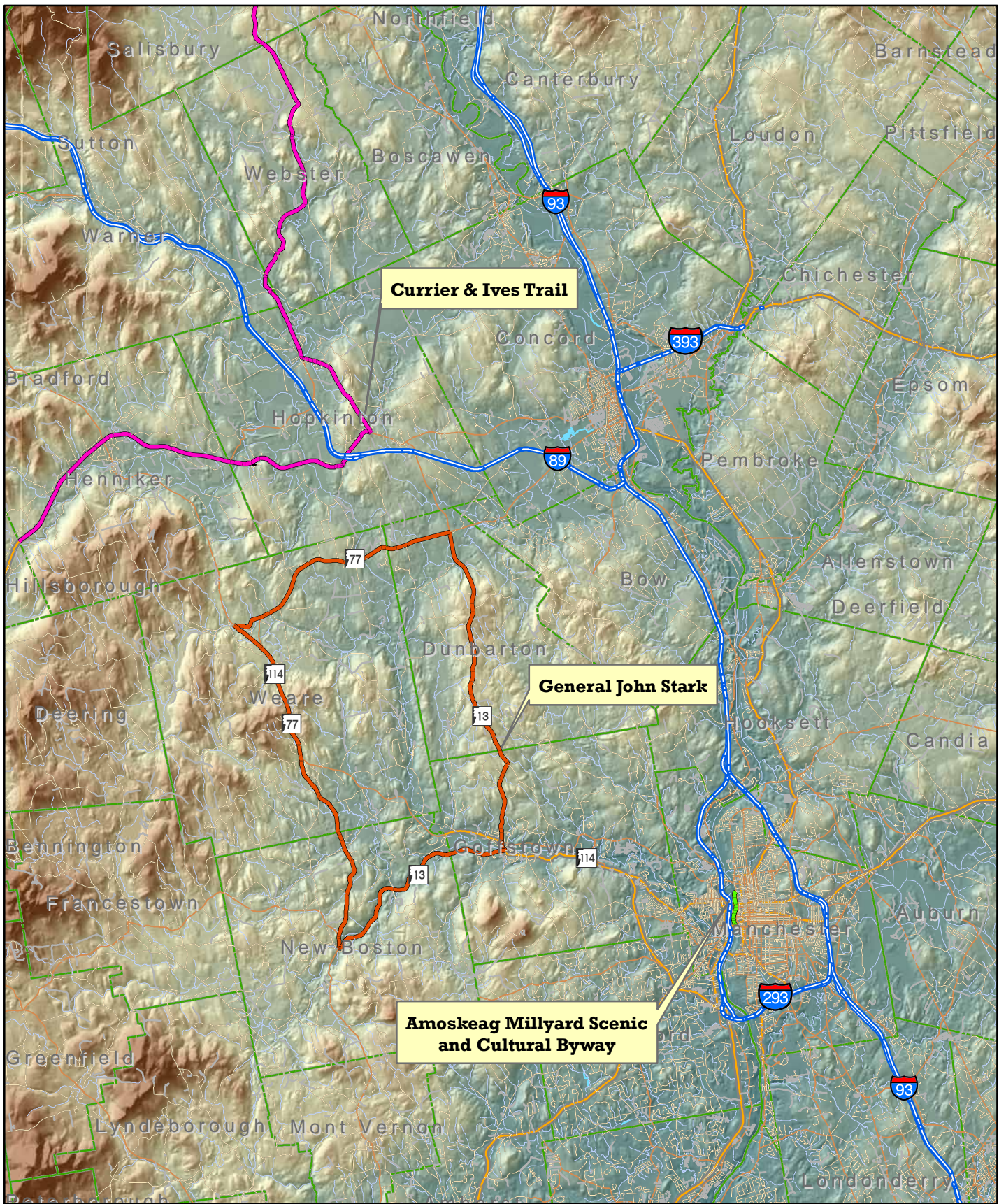
during the Industrial Revolution during the late 19th century. During that period, rail transportation extended into this region. Many of the mill buildings are now gone due to flood, fire and other causes but a few relics from this time can be found along this route. Sections of the old railroad bed through the towns of Weare, New Boston and Goffstown are now walking and biking paths. The Goffstown depot built in 1850 still exists on the route.

Throughout the year, there are fairs and festivals that celebrate the region's rural culture. The Hillsborough County Agricultural Fair in New Boston and the annual Goffstown Pumpkin Weigh-Off and Regatta are just a couple of examples of these celebrations that attract visitors from around the state and beyond. Throughout the year there are many opportunities to experience the small town feel of these communities. For example, Goffstown's Lions Club serves popcorn from a 1930s-era popcorn stand. The cider press at the Valley View Farm in New Boston just celebrated its 100th anniversary this year.

The byway is within easy reach of the state's largest city, Manchester, where General Stark was raised and where his gravesite is located. Manchester is also home to the Manchester-Boston Regional Airport, making this area easily accessible to visitors from across the country. The route is less than two hours away from Boston making it an attractive side trip to visitors in the greater Boston area. Opportunities exist for connections to other state designated scenic byways. Heading north from Weare along NH 114 is the Currier and Ives Trail. Traveling south on NH 114 leads to the Amoskeag Millyards in Manchester. Also, within two hours time is the Molly Stark Scenic Byway which winds through southern Vermont and highlights the local history of the region, including the Battle of Bennington.

Aside from its rich history, the General John Stark Historical Byway captures the beauty and charm of quintessential small town New Hampshire. Picturesque villages, open farmlands, and rolling hills can be viewed along this route. Nearby conservation areas protect the natural features, open space, and forestlands of the region. For the many historical, cultural and scenic features along its route, the John Stark Historical Byway offers the visitor an "off-the-beaten path" experience through a unique, little known part of New England.



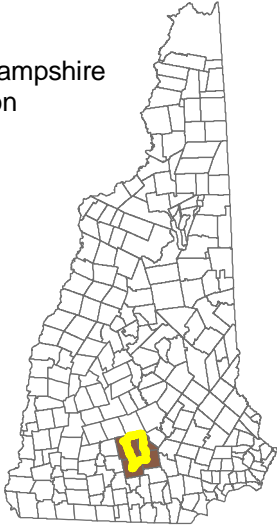


General John Stark Scenic Byway Vicinity Map













New Hampshire
Location
Map



General John Stark Scenic Byway

Points of Interest

-  Cultural
-  Historic
-  Recreational
-  Scenic
-  Restroom Facilities

-  Scenic Byway Route
-  CloughStatePark
-  Town Boundary



Data Sources:
Granit Digital Data (1:24,000)
NH Department of Transportation
NH Department of Environmental Services
NH Division of Historical Resources
LRPP Data - Mapped by SNHPC and Individual towns but owned by State DES office

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Map Produced by GIS Service SNHPC October 2008.
For reprints or further questions

Contact: SNHPC, gis@snhpc.org or (603) 669-4664



Inventory of Intrinsic Values

As part of the original application to the NH DOT seeking approval of the byway as an official state designated scenic and cultural byway, an inventory of historic, scenic, cultural, recreational and other intrinsic features and values was conducted by staff of the Southern and Central New Hampshire Regional Planning Commissions. A copy of this inventory with photos and site descriptions is included in Appendix A of this plan.

With the official state designation of the General John Stark Byway, a local Byways Council was established with representatives appointed from each of the four municipalities located along the byway route. These council members have all provided additional historic, cultural, recreational and other features to this inventory. As a result of this input, the following comprehensive updated Catalog of Intrinsic Values with segment maps of the byway has been produced.

A total of four intrinsic values are identified. As defined by the Federal Highway Administration, National Scenic Byways Program, these include:

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape – landform, water, vegetation, and manmade development – contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The

recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

Site Access is important to note that some of the intrinsic values, features and sites identified in the following catalog, particular many of the historic properties, are privately owned or publicly owned and can only be viewed from the scenic byway, unless prior authorization to enter the facility or site is obtained from the property owner. Opportunities and visiting hours for these sites will be made possible through identified contacts in each municipality and through published marketing materials as well as the website for the byway. See the Marketing Plan for more information.

Updated Catalog of Intrinsic Values for the General John Stark Byway

<u>Place</u>	<u>Location/Time of Year</u>	<u>Town</u>	<u>Intrinsic Qualities</u>	<u>Current Inventory Key</u>
Pages Corner Cemetery	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-1
Molly Stark House (1759)**	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-2
First Congregational Church of Dunbarton (1836)	6 Stark Highway North (NH 13)	Dunbarton	Historic	DH-3
Page's Corner Schoolhouse (1855)	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-4
Dunbarton Center School	1011 School St	Dunbarton	Historic	DH-5
Town Hall	Town Common (Stark Highway North)	Dunbarton	Historic	DH-6
Town Pound (1791)	Stark Highway North	Dunbarton	Historic	DH-7
Waite Blacksmith Shop (1820)	Stark Highway North	Dunbarton	Historic	DH-8
Statue of Caleb Stark	Town Common (Stark Highway North)	Dunbarton	Historic	DH-9
Florence Dow House	Down Town	Dunbarton	Historic	DH-10
Stark Memorial Cemetery	Mulberry Field	Dunbarton	Historic	DH-11
Caleb Page House	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-12
Views to the West on NH 13	Stark Highway North, traveling north on NH 13	Dunbarton	Scenic	DV-1
View from the Top of Mill's Hill	Mill's Hill, traveling north on NH 13	Dunbarton	Scenic	DV-2
View of Mt. Uncanoonuc	Town Common, traveling south on NH 13	Dunbarton	Scenic	DV-3

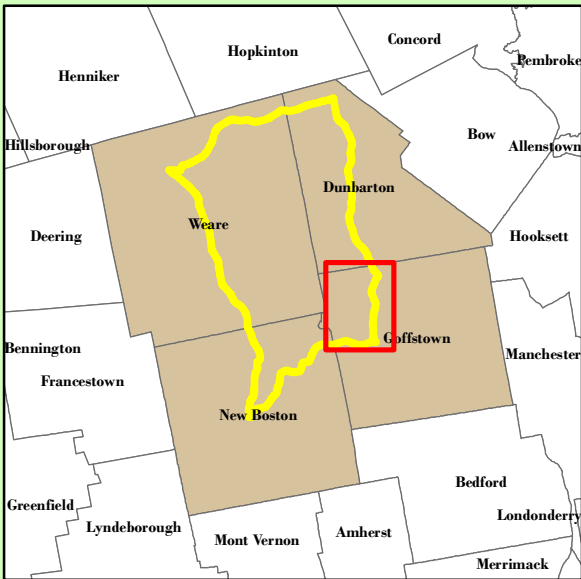
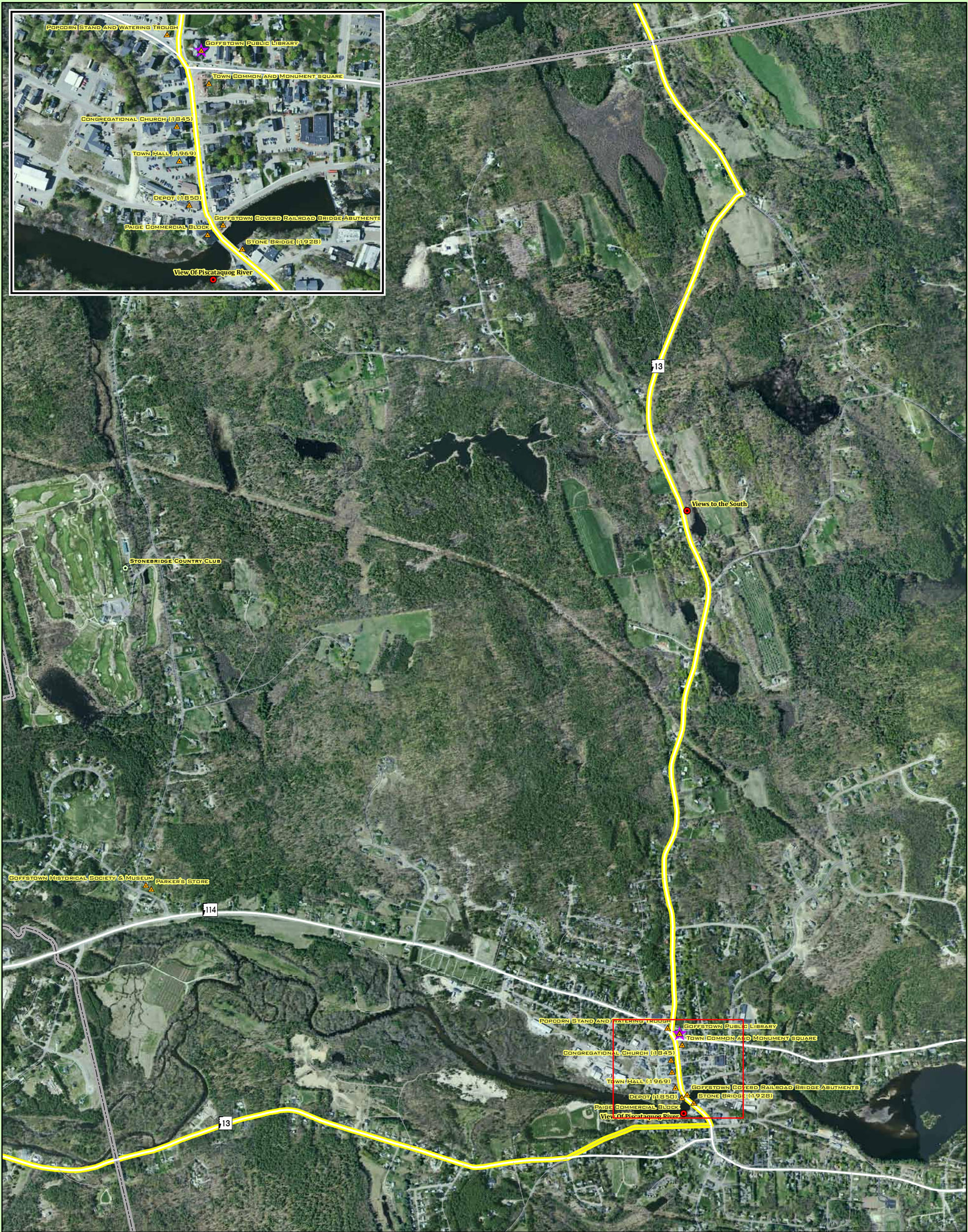
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Molly Stark House (1759)**	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-2
First Congregational Church of Dunbarton (1836)	6 Stark Highway North (NH 13)	Dunbarton	Historic	DH-3
Page's Corner Schoolhouse (1855)	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-4
Dunbarton Center School	1011 School St	Dunbarton	Historic	DH-5
Town Hall	Town Common (Stark Highway North)	Dunbarton	Historic	DH-6
Town Pound (1791)	Stark Highway North	Dunbarton	Historic	DH-7
Waite Blacksmith Shop (1820)	Stark Highway North	Dunbarton	Historic	DH-8
Statue of Caleb Stark	Town Common (Stark Highway North)	Dunbarton	Historic	DH-9
Florence Dow House	Down Town	Dunbarton	Historic	DH-10
Stark Memorial Cemetery	Mulberry Field	Dunbarton	Historic	DH-11
Caleb Page House	Page's Corner (Intersection of Routes 13 & 77)	Dunbarton	Historic	DH-12
Views to the West on NH 13	Stark Highway North, traveling north on NH 13	Dunbarton	Scenic	DV-1
View from the Top of Mill's Hill	Mill's Hill, traveling north on NH 13	Dunbarton	Scenic	DV-2
View of Mt. Uncanoonuc	Town Common, traveling south on NH 13	Dunbarton	Scenic	DV-3
Pine Grove heading on NH 77	NH 77, traveling east or west	Dunbarton	Scenic	DV-4
Gorham Pond	Gorham Pond Road	Dunbarton	Scenic	DV-5
Kuncanowet Town				
Forrest/Conservation Area	Gorham Pond Road	Dunbarton	Scenic	DV-6
Country Side Golf Club	20 Country Club Lane	Dunbarton	Recreational	DR-1
Pioneer Sportsman Inc.	NH 77	Dunbarton	Recreational	DR-2
Stone Bridge	Mast Road	Goffstown	Historic	GH-1

Place	Location/Time of Year	Town	Intrinsic Qualities	Current Inventory Key
The Paige Commercial Block (1876)	Intersection of Depot and Main Streets	Goffstown	Historic	GH-2
Depot (1850)	Main Street	Goffstown	Historic	GH-3
Town Hall (1969)	16 Main Street	Goffstown	Historic	GH-4
Congregational Church (1845)*	10 Main Street	Goffstown	Historic	GH-5
Town Common and Monument Square (1907)		Goffstown	Historic	GH-6
Popcorn Stand (1930's) and Watering Trough	South Mast Street and Wallace Road	Goffstown	Cultural	GH-7
Views to the South	traveling south on NH 13	Goffstown	Scenic	GV-1
Views of the Piscataquog River	South Mast Road	Goffstown	Scenic	GV-2
Goffstown Covered Railroad Bridge*	NH Rt. 114 over Piscataquog River	Goffstown	Historic	GH-9
Horace Richards House/Aiken Academy**	Lamson Avenue	Goffstown	Historic	***
Goffstown Public Library*	2 High Street	Goffstown	Historic	GH-8
Parker's Store*	W of Goffstown, Rt 114	Goffstown	Historic	GH-10
Goffstown Main Street National Historic District		Goffstown	Historic	***
Grist Mill	14 Mill Street	Goffstown	Historic	***
White Building	School Street	Goffstown	Historic	***
Blacksmith Shop	Elm Street	Goffstown	Historic	***
The Harness Shop	14 Elm Street	Goffstown	Historic	***
Parker-Colby House and Pattee Hill Tavern	High Street	Goffstown	Historic	***
Westlawn Cemetery	North Mast	Goffstown	Historic	***
Goffstown Historical Society Museum	18 Parker Station Road	Goffstown	Historic	GH-11
Parker Station Historic District	town Historic District	Goffstown	Historic	***
Carr Court	south of the Route 13S intersection with Main Street	Goffstown	Historic	***
Round House	Church Street	Goffstown	Historic	***

Place	Location/Time of Year	Town	Intrinsic Qualities	Current Inventory Key
Sargent Block	Church Street	Goffstown	Historic	***
Mill on Factory Street	Factory Street	Goffstown	Historic	***
Rotary Park	corner Mill and Main	Goffstown	Cultural	***
Rail-Trail		Goffstown	Recreational	***
Little League Parade	April	Goffstown	Cultural	***
Memorial Day Parade	May	Goffstown	Cultural	***
Old Home Day	June	Goffstown	Cultural	***
Concerts on the Common	July/August	Goffstown	Cultural	***
Giant Pumpkin Weigh-off and Regatta	October	Goffstown	Cultural	***
Halloween Parade	November	Goffstown	Cultural	***
Community Tree Lighting	December	Goffstown	Cultural	***
Stonebridge Country Club	161 Gorham Pond Road	Goffstown	Recreational	GR-1
Molly Stark Cannon	River Rd. (NH 13) and Meetinghouse Hill Road	New Boston	Historic	NBH-1
Community Church	Central Square	New Boston	Historic	NBH-2
Historical Marker (1984)		New Boston	Historic	NBH-3
Davis Scenic Drive	NH 13	New Boston	Historic	NBH-4
Town Depot		New Boston	Historic	NBH-5
Town Hall	7 Meetinghouse Hill Road	New Boston	Historic	NBH-6
Gravity Research Foundation Marker	Town Center	New Boston	Historic	NBH-7
Town Library	Central Square	New Boston	Historic	NBH-8
Route 77, North	Route 77, North (Open Fields)	New Boston	Scenic	NBV-1
Piscataquog River	NH 13 (North Side)	New Boston	Scenic	NBV-2
Open Fields	NH 13 South	New Boston	Scenic	NBV-3
Open Farm Fields	NH 13 South	New Boston	Scenic	NBV-4
Hillsborough County Fair	September	New Boston	Cultural	***
Annual duck race	June	New Boston	Cultural	***
New Boston Annual community picnic	September	New Boston	Cultural	***
Headquarters of Piscataquog Land Conservancy	Town Center	New Boston	Cultural	***

Place	Location/Time of Year	Town	Intrinsic Qualities	Current Inventory Key
Annual 4th of July parade and picnic	July	New Boston	Cultural	***
Joe English Hill		New Boston	Natural	***
Tucker Mill Falls		New Boston	Natural	***
Home of Jonathan Brooks, international artist	about two miles from route 77	New Boston	Cultural	***
Apple Jacks (art gallery) and its 100 year old cider press	24 Francestown Rd	New Boston	Cultural	NBC-1
Home to a pre 1900 gasoline engine used for making ice cream at various local events		New Boston	Cultural	***
Frog Rock	4 miles from NH 13	New Boston	Natural	***
Hiking trails	Mill Pond Conservation area, New Boston Trail	New Boston	Recreational	NBR-1
Air Force Tracking Station		New Boston	Cultural	***
Original home to three ski areas		New Boston	Cultural	***
Home of Beard Pond Artists		New Boston	Cultural	***
South Branch - Piscataquog	Old Coach Rd.	New Boston	Recreational	NBR-4
Recreational Ball Field	Town Center	New Boston	Recreational	NBR-2
Friendly Beaver Campground	Old Coach Rd.	New Boston	Recreational	NBR-3
Weare Town Hall (1837)*	North Stark Highway	Weare	Historic	WH-1
Stone Memorial Building (1896)**	North Stark Highway(town center)	Weare	Historic	WH-2
Paige Memorial Library (1927)	East Road	Weare	Historic	WH-3
Piscataquog River Mill Sites (Amos Chase Mill*)	NH 114	Weare	Historic	WH-4
Weare Congregational Church	Concord Stage Road	Weare	Historic	WH-5
Amos Chase Home*	NH 114	Weare	Historic	WH-6
Maplewood Tavern	Dustin Tavern Road	Weare	Historic	WH-7



General John Stark Scenic Byway Town of Goffstown Segment

Points of Interest

- Cultural
- Historic
- Recreational
- Scenic
- Restroom Facilities

Scenic Byway Route

Town Boundary

0 0.125 0.25 0.5 Miles

Data Sources:
Granit Digital Data (1:24,000)
NH Department of Transportation
NH Department of Environmental Services
NH Division of Historical Resources
LRPP Data - Mapped by SNHPC and Individual towns but owned by State DES office

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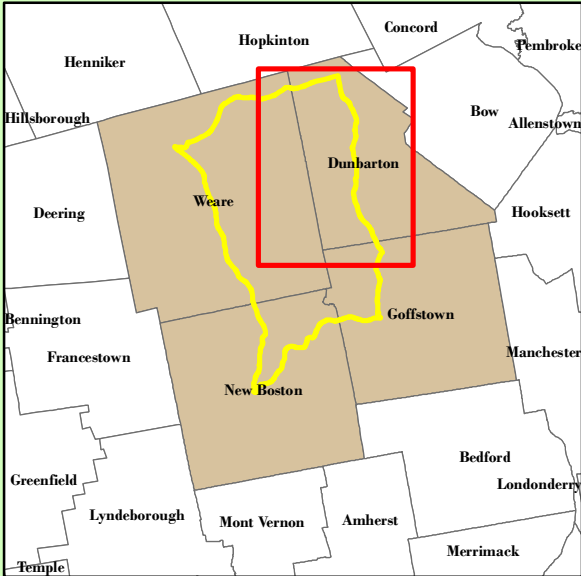
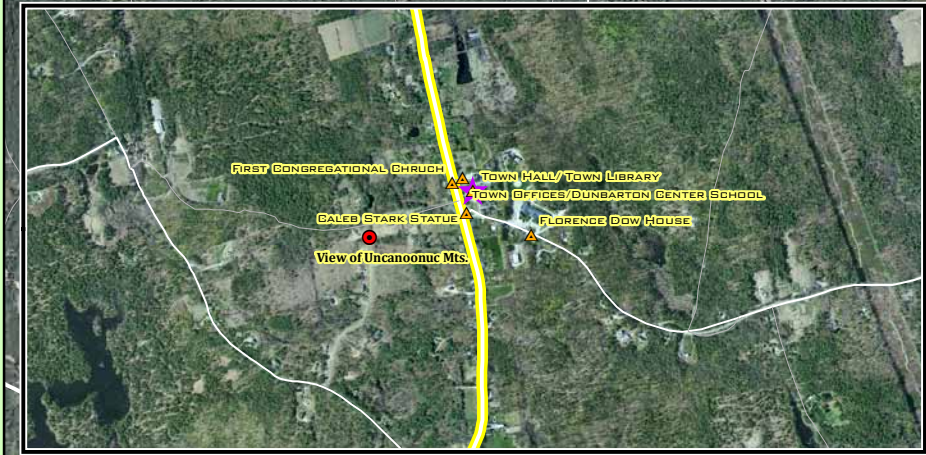
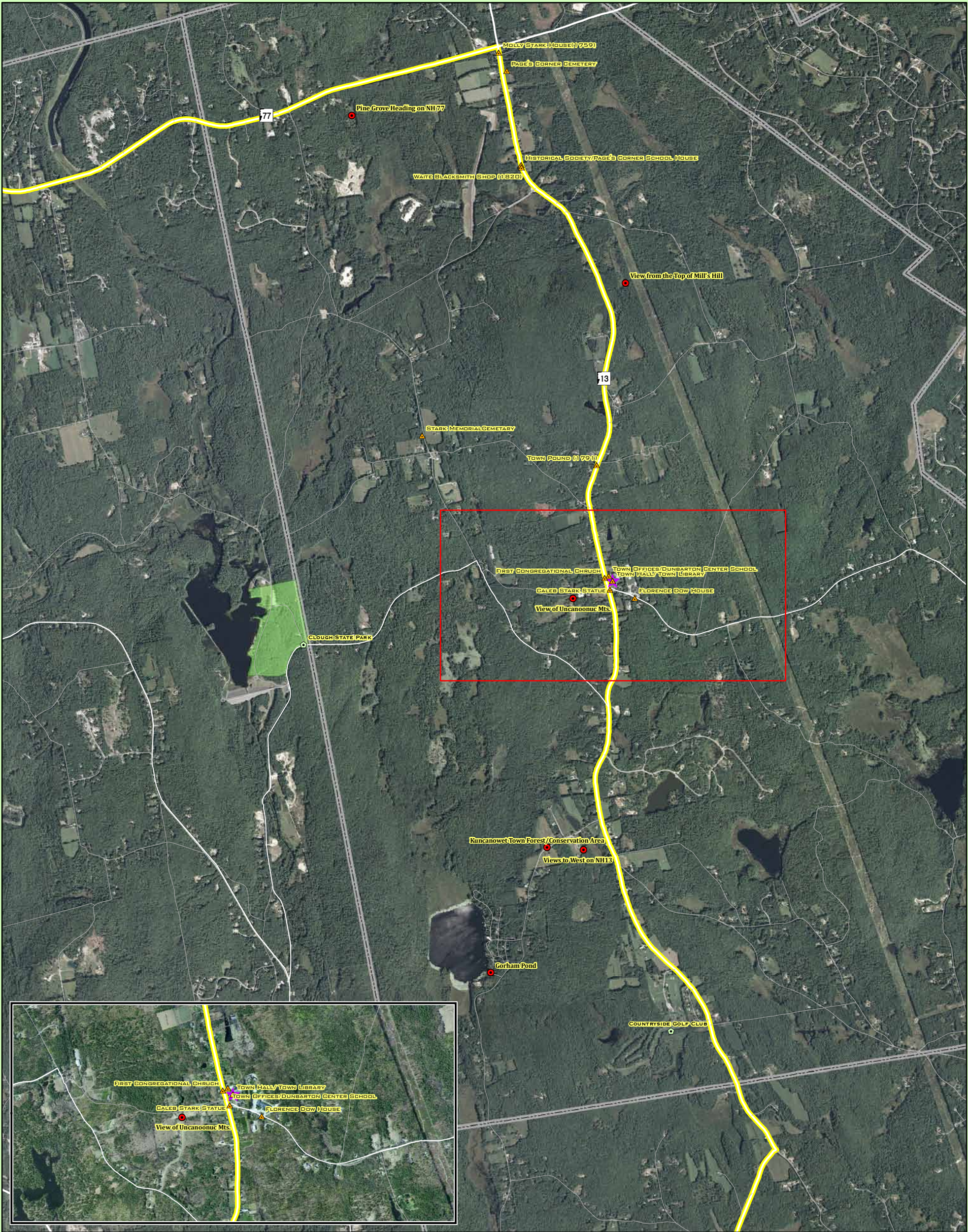
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NEW HAMPSHIRE
DEPARTMENT OF
TRANSPORTATION

NEW HAMPSHIRE
DEPARTMENT OF
ENVIRONMENTAL SERVICES

NEW HAMPSHIRE
DIVISION OF
HISTORICAL RESOURCES

WELCOME TO
HISTORIC
DUNBARTON
INCORPORATED 1842



General John Stark Scenic Byway Town of Dunbarton Segment

Points of Interest

- Cultural
- Historic
- Recreational
- Scenic
- Restroom Facilities

- Scenic Byway Route
- Clough State Park
- Town Boundary

0 0.2 0.4 0.8 Miles

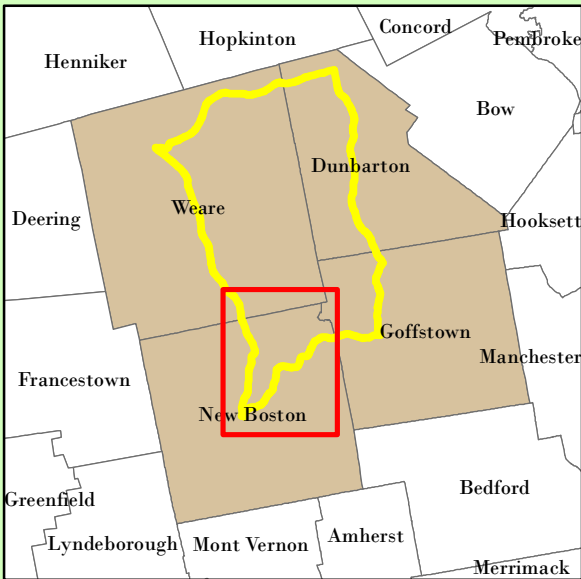
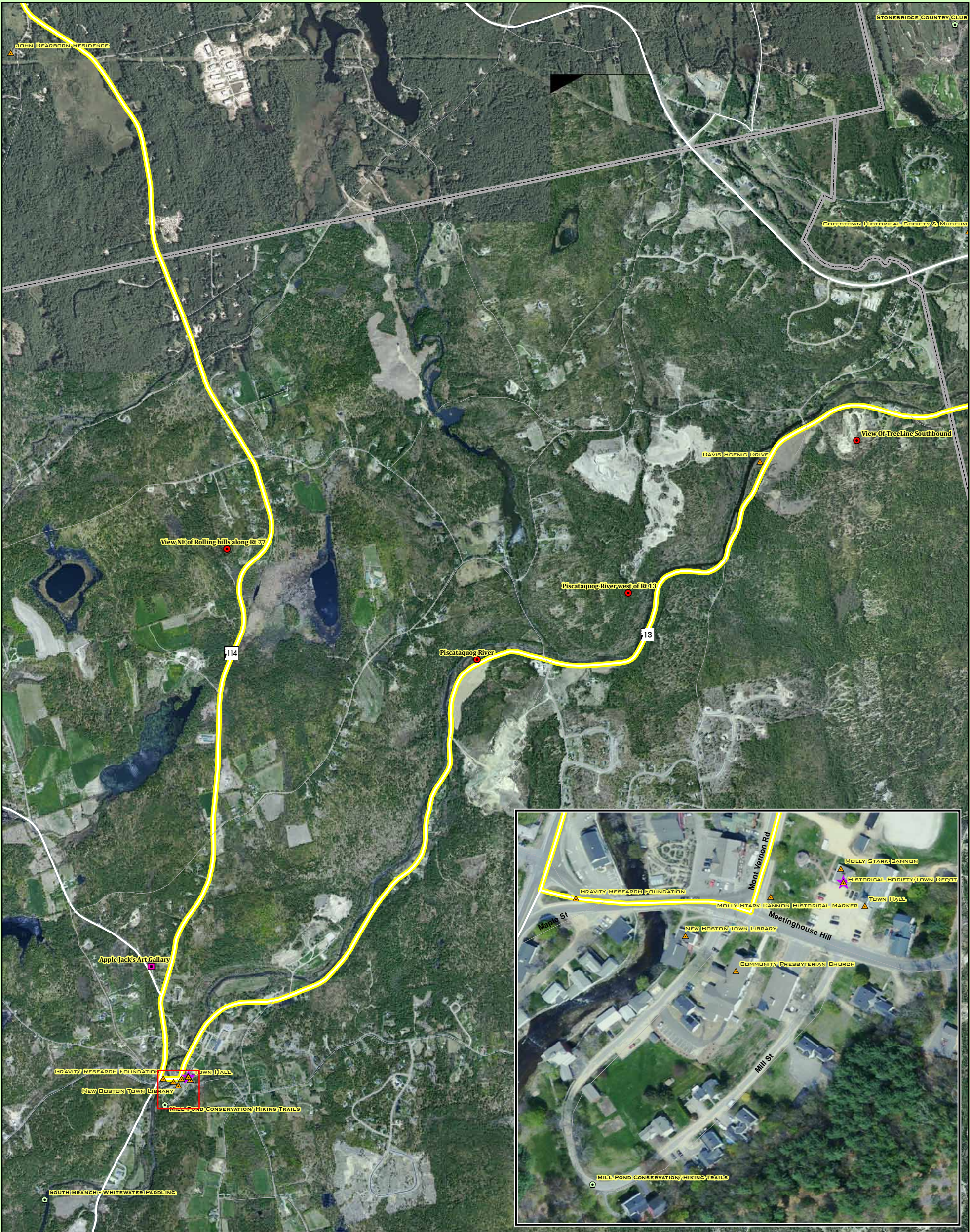
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General John Stark Scenic Byway Town of New Boston Segment

Points of Interest

-  Cultural
-  Historic
-  Recreational
-  Scenic
-  Restroom Facilities

-  Scenic Byway Route
-  Town Boundary

0 0.2 0.4 0.8 Miles

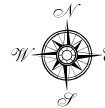
Data Sources:
Grant Digital Data (1:24,000)
NH Department of Transportation
NH Department of Environmental Services
NH Division of Historical Resources
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Current Physical Conditions

Safety and Traffic

The primary roads along the byway are NH 13, NH 77 and NH 114. These roads are classified as state maintained primary roads. NH 114 is heavily traveled and is the primary east-west corridor from Manchester through Goffstown and New Boston . There are several safety hazards that have been identified in each of the community's Master Plans. The NHDOT has formally adopted the context sensitive solutions process in defining problems and their solutions on the state's transportation system. The following are problem areas that have been identified for each community.

Goffstown: There are four major roadways that tie into the Village area. These include Mast Road, Wallace Road, Elm Street, and Route 13. Mast Road, including the Main Street section, is part of Route 114 which is the main corridor through the Village area. Mast Road is heavily traveled during weekday rush hours and has no traffic signals, the town has decided to keep it as is but will continue to work on other traffic calming techniques. An important transportation issue relates to the fact that one of the two bridges in Goffstown which crosses the river is located in the Village. As a result, traffic which needs to cross the river is funneled into the Village center, exacerbating congestion problems. Main Street in the village area is part of a business district with sidewalks, on street parking, some centralized off-street parking, and crosswalks.

Dunbarton: Dunbarton has several areas along NH 13 that are areas of concern. The corner of Rt. 13 and 77 with Jewett Road (Page's Corner) is a four-way intersection with only three stop signs. There are also areas along NH 13 near Mansion Road and near Gorham Pond Road with poor visibility. All of these locations have experienced a number of accidents.

Weare: There are four major intersections in Weare where improvements could be made to increase safety. These intersections include: NH 77 Center Road and NH 77 Concord Stage Road; NH 114 and NH 77 Concord Stage Road; NH 77 and NH 149; and NH 77 and NH 114 Southern Junction. At the Center Road and Concord Stage Road intersection there is a severe downhill going eastbound on NH 77 that limits the visibility for Center Road motorists trying to make a left turn on Concord Stage Road. At the intersection with NH 114, Concord Stage Road is very narrow and steep making it difficult for buses to turn. Sight distances and grades are a concern at the intersection of NH 77 and NH 149 and at the intersection of NH 77 and NH 114 there is an acute angle making it difficult for left turns.

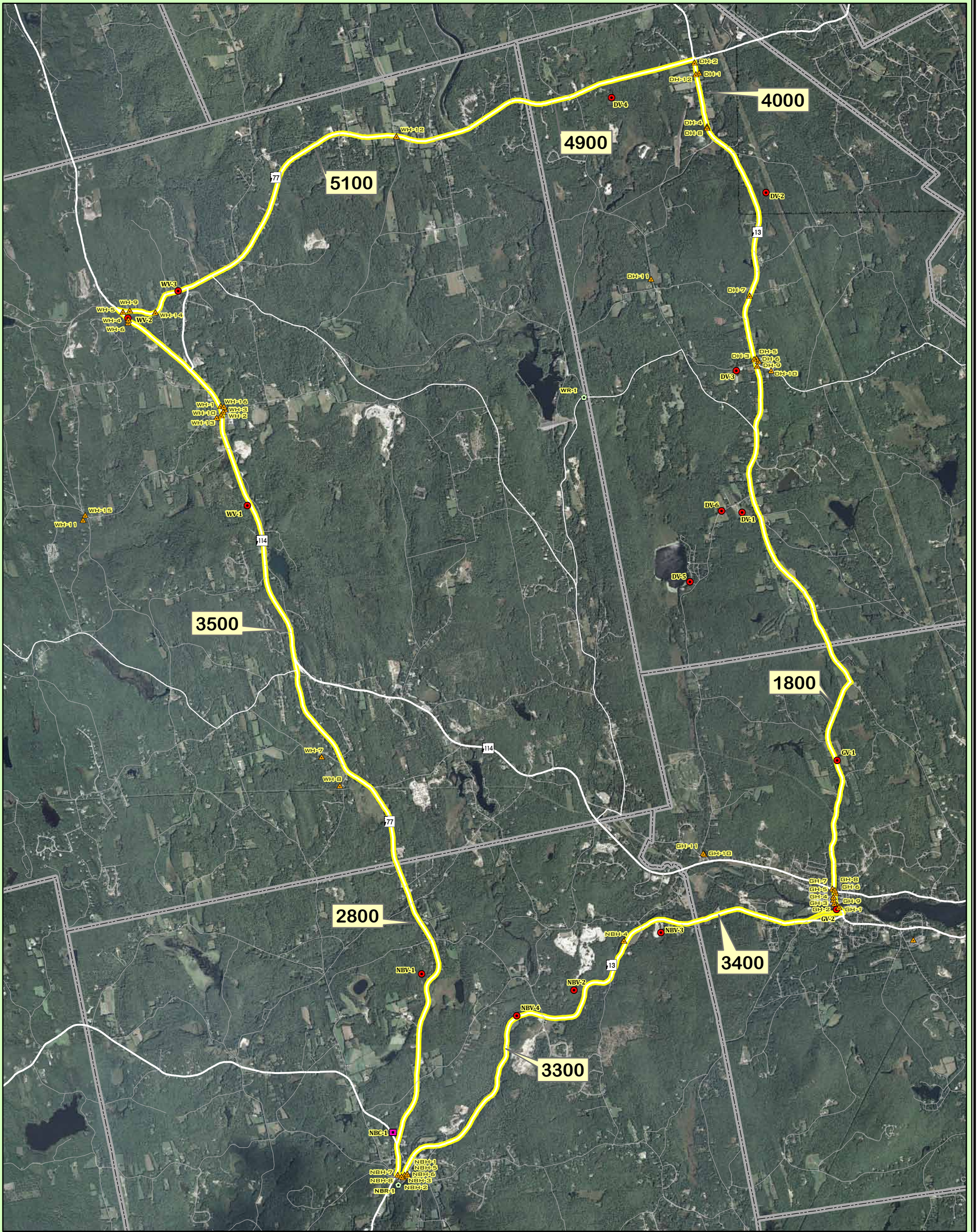
New Boston: New Boston Village, located at the NH 13 bridge crossing of the Piscataquog River, is the most heavily traveled location in town. In 2004, the estimated daily travel was 6,500 vehicles. In 1987, Southern NH Planning Commission (SNHPC)

conducted an engineering investigation of the Village area to identify improvement options designed to address traffic issues such as mixing of through traffic and local trips on NH 13. The NHDOT has been working with the town and the SNHPC on implementing a context sensitive solution for this intersection, including pedestrian crossings and traffic calming measures.

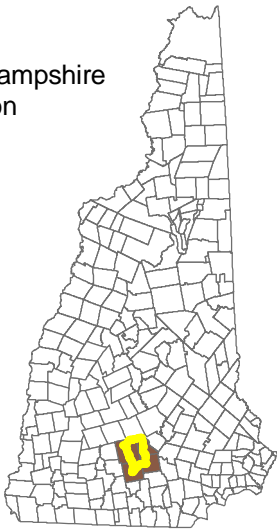


New Boston Village Green

The following map indicates Average Annual Daily Traffic (AADT) for the byway route. The highest volume of traffic is on Route 77/114 in Weare. The count is almost double to that of the rest of the byway. Most local and commercial traffic from Manchester to Goffstown and Weare is on Route 114. The byway splits from Route 114 in Goffstown village by either going south on Route 13 toward New Boston or going north on Route 13 toward Dunbarton, avoiding local commuter traffic.








New Hampshire
Location
Map



General John Stark Scenic Byway AADT Traffic Counts

Points of Interest

-  Cultural
-  Historic
-  Recreational
-  Scenic

-  Scenic Byway Route
-  Town Boundary

0 0.35 0.7 1.4
Miles

Data Sources:
Grant Digital Data (1:24,000)
NH Department of Transportation
NH Department of Environmental Services
NH Division of Historical Resources
LRPP Data - Mapped by SNHPC and Individual
towns but owned by State DES office

***All Cnts are Annual Average Daily Traffic
from 2005 thru 2008**

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Existing Development and Conservation

Generally, the current development pattern throughout the four communities on the byway can be described as rural residential and agricultural with concentrated commercial and residential development in each of the villages. There are a few commercial and light industrial uses that are dotted along the byway. These areas are addressed in the management plan of this document.

The byway intersects with a number of conservation lands that protect the scenic beauty of the region. These conservation lands range from small easements to larger town forests. Many of them are accessible from the byway for visitors to explore the natural beauty of this region. The following map indicates conservation areas near or bordering the route.

The Piscataquog River winds through three of the four communities of the byway and all four communities are part of the Piscataquog River watershed. Since the 1970's the Piscataquog River Land Conservancy has been working with the communities involved, state agencies, regional planning commissions and non-governmental organizations to protect the scenic, natural and recreational resources of the watershed¹. Since then, 4,000 acres have been conserved. A comprehensive watershed plan (Piscataquog River Management Plan) was completed by Piscataquog River Local Advisory Committee in 2000 and was adopted by the local planning boards in the towns of Goffstown, Weare and New Boston².

Piscataquog River Land Conservancy has their headquarters office located in the center of New Boston. Maps of their conservation lands and trails are available to the public.

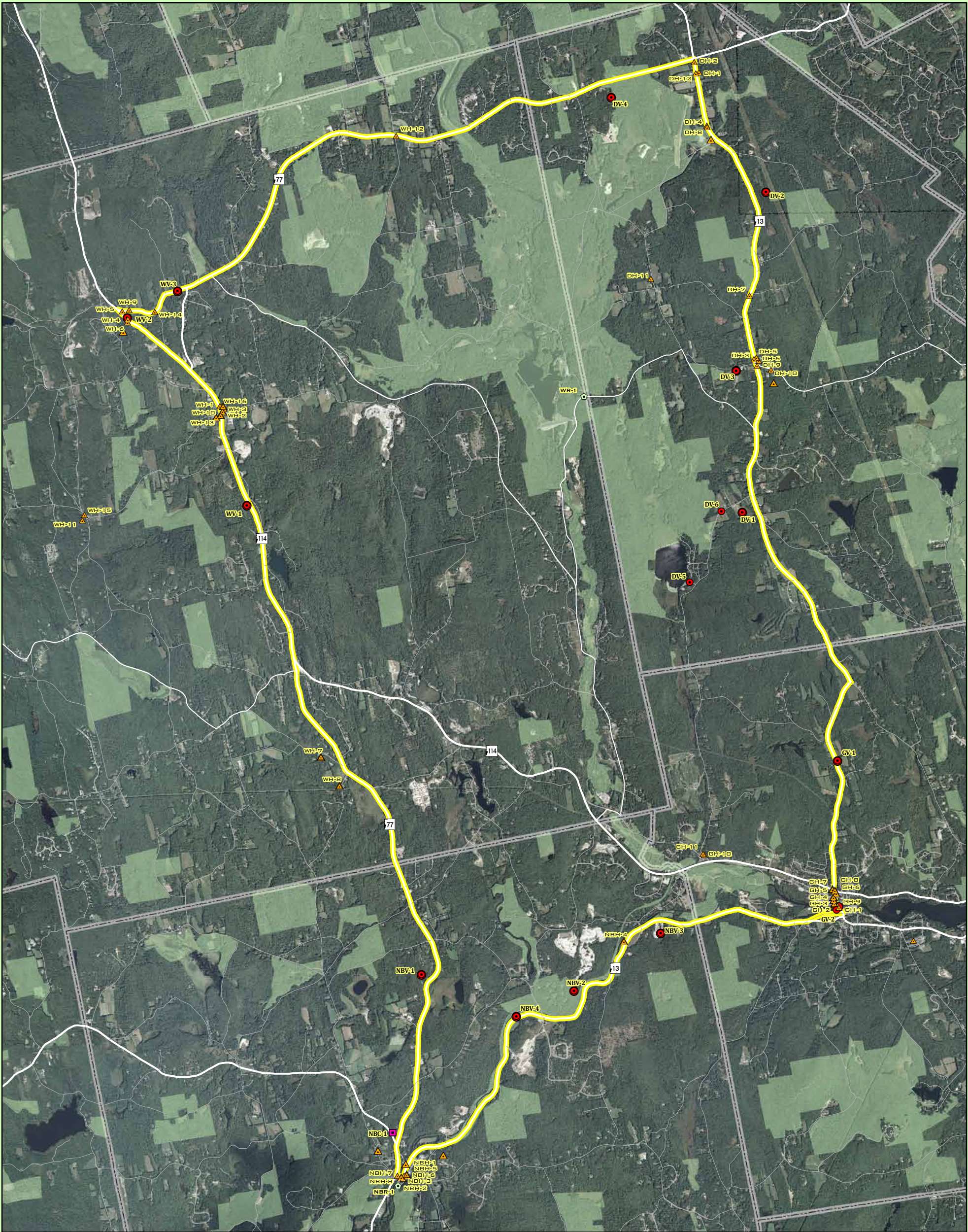


**Left:
Piscataquog
River
winding
through New
Boston
Village**

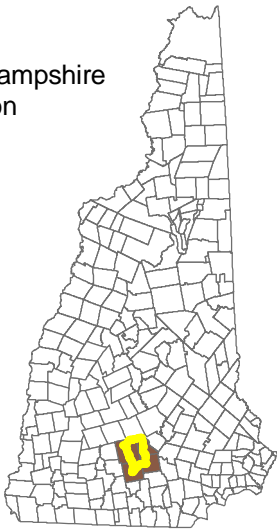
**Right:
Clough State
Park**

¹ Formerly known as the Piscataquog River Watershed Association. <http://www.pwa-nh.org/>

² This plan is available through the Southern NH Planning Commission
<http://www.snhpc.org/pdf/1999%20Piscataquog%20River.pdf>










New Hampshire
Location
Map



General John Stark Scenic Byway Conservation Lands

Points of Interest

-  Cultural
-  Historic
-  Recreational
-  Scenic

-  Scenic Byway Route
-  Conservation Land
-  Town Boundary

0 0.375 0.75 1.5
Miles

Data Sources:
Grant Digital Data (1:24,000)
NH Department of Transportation
NH Department of Environmental Services
NH Division of Historical Resources
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Recreational Facilities

There are many recreational opportunities in along or close to the Byway to give the visitor a well rounded experience of the region. Clough State Park is situated in the middle of the Byway loop and is accessible from Goffstown, Dunbarton and Weare. The park offers activities such as fishing, swimming, non-motorized boating, picnicking and cross-country skiing.

There are also several campgrounds in the area including the Friendly Beaver Campground on Old Coach Road in New Boston and Cold Springs Campground on NH 114 in Weare. The Piscataquog Rivers offers opportunities to paddle in certain sections such as the South Branch area in New Boston. Both Goffstown and New Boston have country clubs for golfers and Weare has the Blue Stone Farm for horseback riding. There are also tennis courts and ball fields along the Byway.

Pat's Peak Ski Area (<http://www.patspeak.com>) is 8 miles north from Weare center on NH 114 in the town of Henniker. The ski area offers downhill skiing and snowboarding along with tubing.

Visitor Information and Public Facilities

Currently, there are no formal visitor centers along the Byway. Each town, however, has locations that visitors may get information and use restroom facilities. As a gateway city, Manchester has the Greater Manchester has a Chamber of Commerce located at 889 Elm Street. Visitors may stop at the office before heading out on the Byway. The office is open Mon.-Fri. 8-5.

There are locations and hours of operation are listed below:

Weare Chamber of Commerce: Mon.-Fri. 9-5

Weare Public Library: Mon. & Thurs. 10-8, Tues. & Wed. 10-6, Sat. 10-12

Weare Town Hall: Mon. Tue. Fri 8-4, Wed. 8-7, Thurs. 8-7

Goffstown Public Library: Mon.-Wed. 9-8 Thurs., 9-6, Fri., 9-5, Sat., 9-2

Goffstown Town Hall: Mon.-Fri. 8-4

New Boston Historical Society: Thurs. 12-2

New Boston Town Hall: Mon., Wed., Fri. 9-4, Thurs. 8-4,

New Boston Library- Mon. & Wed. 9:30-8:30, Thurs. 2:30-6:30,

Fri. 9:30-5:00, Sat. 9:30-12:30

Dunbarton Public Library: Tues. & Thurs. 1 to 8, Wed. & Fri. 10 to 4, Sat. 10 to 2

Dunbarton Town Hall: Mon.-Thurs. 8:00-3:30, Fri. 8:00-11:00

Dunbarton Historical Society: 2nd and 4th Saturday from 2-5 in July & August

Management Plan

Planning and Land Use Regulations

Master Plans and Zoning Ordinances

Each community addresses future development through their Master Plan and Zoning Ordinances. The byway passes through portions of Goffstown that are zoned village commercial and residential. Dunbarton currently does not have designated commercial or industrial zones. A special exception has to be granted by the Zoning Board for these uses. Weare has a small industrial zone on NH 114 with 50 feet setback regulations. New Boston has one industrial zone on the byway located along NH Route 13 which also requires 50 foot setbacks from any development.

State and Local Sign Regulations

Part of the byway, NH 114, is on a Federal – aid primary highway system and is subject to 23 U.S.C 131 (s) that prohibits outdoor advertising on a state designated scenic byway. In addition to the federal regulation, New Hampshire has enacted a regulation, R.S.A. 238:24, that prohibits outdoor advertising on any state designated scenic and cultural byway with two exceptions: (1) any directional sign that would cater to the traveling public, such as hotels and restaurants and (2) on-premise signs. As such, this regulation would apply since the entire General John Stark Scenic Byway has been approved as state scenic byway. Local sign regulations for each community are in compliance or stricter than the state regulation. There are a few off premise advertising signs located in the town of Weare that appear to be out of compliance although the towns Land Use Planning Coordinator has confirmed that these signs have been grandfathered in prior to these regulations.

Design Standards

Goffstown has a National Register Historic District along Main Street, from the Piscataquog River to High Street, in its village, which is a designation, but does not include regulation. Goffstown also has several very small historic districts, which are zoning overlay districts, which include architectural review and a Certificate of Appropriateness approval by the Historic District Commission of any external change. One of these districts, composed of two buildings, is at the intersection of Routes 114 and 13. Design guidelines, for these districts, are part of the Planning Board's Development Regulations and assist the Board in any site plan review. Additionally, Goffstown's Main Street Program provides design advice.

Weare has four designated village districts located along the byway starting in South Weare: Tavern Village, Weare Center, Chase Village and North Weare Village. From the Town Zoning Ordinance "The exterior of all new homes and commercial buildings within the Designated Village Districts shall be architecturally compatible with the historic building details in those districts." The Weare Historical Society put together a

visual tour of the byway and created a calendar with photos of significant historical sites along the Byway.

Commercial Traffic

All the roads on the byway are state maintained paved roads and are able to accommodate two wheel drive passenger vehicles. Tour buses are capable of traveling the route with one exception in Weare. Currently the corner of NH 77 and 114 has a very tight left turn where tour buses must exercise extreme caution to safely navigate. Recommendations to improve this intersection are addressed in the 2004 Weare Master Plan. An alternative to this intersection is a truck route (Center Road) that bypasses this intersection although some historic features may be missed. This is the safest alternative until this problem intersection can be addressed.

Each town has sidewalks and cross walks in their town centers where the most number of sites are located. The town of New Boston is currently working to implement a Context Sensitive Solution in the town center. One of the objectives identified by the council is to apply for Transportation Enhancement (TE) and Congestion Mitigation and Air Quality (CMAQ) funds to implement safer bike routes and sidewalks.

Most commercial traffic will be experienced on direct routes from Concord and Manchester. This would be NH 77 from Concord through Dunbarton and Weare. From Manchester, most commercial traffic will be on NH 114 to Goffstown and Weare avoiding the split on NH 13. The truck route previously mentioned in Weare will accommodate commercial traffic making it safer for visitors to walk or drive at that intersection.

Open Space/Landscaping

A need exists for landscaping , planting wildflowers, and selected clearing/trimming at each of the gateways of the four towns and at numerous historic markers along the Byway. Each community is also working to improve screening and buffering of parking lots using techniques such as planting, using screens, and fencing. The Byway Council will also work the town planning boards, private landowners and NHDOT to improve these sites and incorporate landscaping guidelines into the local site plans regulations.

Sign Management

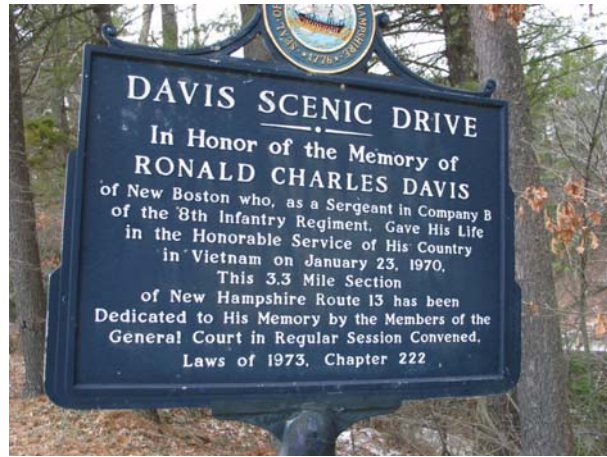
Currently there are signs along NH 114 that indicate the General John Stark highway system. Also, the Davis Scenic Drive is located along NH 13 in New Boston which has signs indicating the route.

There are a few Tourist Oriented Directional Signs (TODS) such as one in New Boston for a campground. NHDOT allows for TODS in accordance with FHWA's Manual of Uniform Traffic Control Devices (MUTCD), 2003 Edition.

Local businesses will be encouraged to apply for these signs to help tourists. The application for a TODS permit is in Appendix I.



General John Stark Highway Sign



Davis Scenic Drive sign in New Boston

Action Plan

Vision Statement

The General John Stark Scenic Byway will protect, maintain, and enhance the historical features, rural character, and natural and scenic qualities of the region. It will tell the story of General John Stark, Revolutionary War hero and author of New Hampshire's state motto "Live free or die". It will educate travelers of the region's contribution to the Revolutionary War, the Industrial Revolution, and beyond. The byway will offer an enriching historical and cultural experience for the traveler.

Public Participation Process

Timeline

The development of the General John Stark Byway has been an ongoing public process since January of 2007. The following is the timeline of events to date.

- January 2007: Initial meeting for byway concept was held.
- May 2007: a tour of the byway was offered for the public to view and offer feedback.
- January 2007: Public hearings were held among each towns Board of Selectmen on Resolutions adopted to seek establishment of state designated Scenic and Cultural Byway.
- February 2007: The proposal for state designation of the General John Stark Scenic and Cultural Byway was presented to the State DOT and State Byway Council.
- June 2008: State Byways Council and NH DOT approves the byway as a state designated scenic byway.
- July 2008: A local Byway Council was organized and its first meeting was held to gather components for development of a Corridor Management Plan.
- September 2008: A local Byway Council meeting was held to continue development of the Corridor Management Plan.
- October 2008: consensus by the local Byway Council was reached to apply for the All - American Road designation
- November 2008: Byway Council met to define goals and strategies on the Corridor Management Plan.
- December 2008: Byway Council met to accept the Corridor Management Plan.
- December 2008: Board of Selectmen scheduled to hold public meetings to accept CMP and adopt Resolution of Support.

- December 17th 2008: CMP and All American Road Application submitted to NH DOT, State Scenic Byway Coordinator.

Ongoing Management

The Byway Council consists of five members appointed by each of the four communities plus a representative from the Southern New Hampshire Planning Commission (SNHPC), Central New Hampshire Regional Planning Commission (CNHRPC), and the New Hampshire Department of Transportation (NHDOT) See list of members on page 2. A chair and vice chair will be selected to continue the ongoing support of the management plan. The Council will meet on a quarterly basis to coordinate efforts between the four communities. The Southern and Central New Hampshire Planning Commissions have prepared this Corridor Management Plan with the support and consensus of the Council. The Council will continue to work with each of their respective communities to encourage public participation in the management of the byway.

Goals and Strategies

The following goals and strategies were identified and developed by the General John Stark Byway Council for the ongoing management of the byway. These goals and strategies will be achieved by the measures outlined in the detailed action plan. The detailed action plan will involve the coordination between the council, the individual communities, state and federal agencies, local community groups, non governmental organizations, and the regional planning commissions to achieve these goals.

Goal: Protect the historical and cultural features of the General John Stark Scenic Byway. Ensure that the village design is consistent with the historical character of the area.

Strategies:

- Work with land and property owners in maintaining historical sites and properties.
- Develop design guidelines in Planning Boards site plan regulations in the towns of New Boston, Weare, and Dunbarton.
- Establish Certified Local Governments (CLG) – a preservation program administered jointly by the National Park Service and State Historic Preservation Offices (SHPO's) in each town. (Goffstown has already established a CLG)
- Work with local historical societies and historic district commissions to add historical points of interest to the state and/or National Registrar of Historical Places.

Goal: Encourage the public to investigate the historical and resources of the byway.

Strategies:

- Develop informational brochures, maps, and other marketing materials of the byway indicating each of the intrinsic qualities inventoried. Develop a calendar of local events.
- Work with local newspapers, local cable access TV and other media to provide information about the byway.
- Work with New Hampshire Chronicle (broadcast on the one major network outlet in the state) and New Hampshire Public Radio to be featured on their shows and have the programs available on their websites.
- Complete production of the General John Stark Byway video which is currently being prepared.
- Develop a local webpage on Central NH Regional and Southern NH Planning Commissions website and provide links for each town to educate potential visitors to the area.
- Develop podcasts for travelers to listen to while driving on the route.
- Work with the NH Department of Resources and Economic Development (NH DRED) Travel and Tourism department in promoting the byway.
- Encourage towns and schools of all levels to hold John Stark Day (the fourth Monday of April) events in their communities on an annual basis

Goal: Ensure that the byway is clearly marked, safe and attractive for both visitors and residents.

Strategies:

- Develop coordinated directional signage for the byway between the NH DOT and the public works directors and town road agents.
- Fund and implement Context Sensitive Solution (CSS) for problem intersections in coordination with the NH DOT.
- Work with the planning commissions in applying for Congestion Mitigation and Air Quality (CMAQ) and SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users) funds.
- Identify, improve and/or create appropriate pullover locations for scenic areas.
- Identify improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- Improve non-motorized boating access points along the Piscataquog River.
- Learn about and leverage existing programs such as Safe Routes to Schools.

- Work with public works directors and road agents and the NH DOT on establishing safe roads for cars, pedestrians and bicyclists.
- Create bicycle and pedestrian lanes along River Road and other key locations.
- Create and maintain limited picnic areas along the river and other attractive locations along the route.

Goal: Encourage appreciation and protection of the area's natural resources.

Strategies:

- Identify unprotected parcels of land which hold scenic and environmental value along the route. Work with local land trusts and land owners to place critical locations into easements.
- Partner with local land trusts to support the continued preservation of currently protected conservation lands.
- Identify improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- Encourage communities to adopt or update open space plans.
- Identify areas for landscaping improvements. Incorporate plans to eradicate invasive species and replace with native plants and wildflowers.

Goal: Expand existing local businesses, including local artists, agriculture, and tourist-related businesses. Encourage businesses and communities to market the byway in their advertising. Promote new tourist related businesses.

Strategies:

- Work with each community to incorporate the byway in their economic development strategy.
- Provide support to small businesses in applying for Tourist Oriented Directional Signs (TODS) to help attract visitors to their business.
- Provide informational brochures and maps to give away to visitors.
- Work with business owners to get involved in the byway planning process.
- Inventory and promote Community Supported Agriculture (CSA) farms, local farm stands and farmer's markets.

Goal: Encourage recreational opportunities including sport fishing, hiking, walking, non-motorized boating and cross country skiing along the route.

Strategies:

- Identify and improve the condition of the current recreational paths. Connect paths between the four communities.
- Create new bicycle lanes along River Road and other key locations.
- Develop a recreational guide of biking, hiking and cross country ski trails in the area including town forests and conservation lands.
- Improve boating access points along the Piscataquog River.

- Encourage outdoor recreation oriented businesses.
- Develop a river guide showing access points for non-motorized boats
- Host recreational events.
- Connect and pave the New Boston railway trail to the Goffstown/Manchester bicycle path and eventually to the Concord bicycle path.

Goal: Develop an ongoing management plan that includes stakeholders from each town.

Strategies:

- Organize a maintaining council with members appointed from each town.
- Develop a specific action plan detailing both short and long term projects.
- Involve local civic groups, such as the Lion's Club, and Historic Societies in the planning process.

Goal: Establish a metrics system to ensure that the goals are met and the action plan is implemented by targeted deadlines.

Strategies:

- Create visitor surveys to distribute at key locations.
- Conduct on-site interviews with visitors.
- Track transportation counts.
- Track tax revenue from food and lodging.
- Track website traffic.

Theme	Actions	Description	Responsible Party	Resources	Timeline
Historic	Adopt design guidelines in each town	Work with the each town's planning board to develop and implement design guidelines in their site plan regulations to keep the historic	Byway council and town planning boards	Design guidelines from Goffstown	0-3 years
	Establish Certified Local Governments in each town	Work with the each town's historic society to apply for Certified Local Government status.	local historic societies, NH Division of Historic Resources	National Park Service; NH Division of Historic Resources	3-5 years
	Add points of interest to the state and/or National Registrar of Historical Places	Work with the local historic societies and NH Division of Historic Resources to identify points of interest that should be added to the state or national Registrar of Historic Places	local historic societies, NH Division of Historic Resources	NH Division of Historic Resources	0-3 years
Cultural	Hold John Stark Day Events	Create a coordinated set of events related to John Stark Day.	byway council, local civic groups and schools		0-1 years
Safety	Install coordinated logo signs	Install signs that will help visitors navigate the byway.	NH DOT, town road agents and public works directors		0-3 years
	New Boston CSS	Adopt and fund a CSS for the town of New Boston	NH DOT and Town of New Boston		3-5 years
	Improve pullover and off-road parking sites	Identify areas that would be appropriate for a pull-over or off-road parking. Improve or create these areas.	NH DOT, town road agents and public works directors		3-5 years
	Encourage towns to apply for CMAQ and SAFETEA-LU funds	Work with the planning commissions in applying for CMAQ and SAFETEA-LU funds for transportation projects such as bicycle lanes	local governments	planning commissions	3-5 years

	Create and maintain bicycle and pedestrian lanes	Create and maintain bicycle and pedestrian where appropriate.	NH DOT, town road agents and public works directors		3-5 years
Marketing	Plan Adoption	Receive support from each of the board of selectmen for approval	Board of Selectmen, planning commissions		1 month
	Develop marketing materials	Create a set of marketing materials including a brochure and map that will be available in other languages.	byway council and planning commissions	NH Department of Resources and Economic Development (NHDRED)	1-3 months
	Develop calendar of events	Created a coordinated calendar of events between the four communities.	byway council and local governments and civic groups	NHDRED	1-3 months
	Coordinate hours of operation between the four communities	Ensure the hours of operations are conducive for the traveler.	byway council and local historic societies		1-3 months
	Develop website	NH DRED	planning commissions	NHDRED	0-3 years
	Work with local newspapers, local cable access and other media	Develop a media plan to produce press releases, cable notifications, etc. on events relating to the byway.	byway council and planning commissions	local media	0-3 years
	Video production	Complete production of the byway that has already been developed.	byway council	Southern NH Planning Commission	0-3 years
	Develop podcasts for the byway	Develop podcasts or other similar media for the traveler to listen while they are observing the sites	byway council and planning commissions	NHDRED	3-5 years
	Identify unprotected parcels of lands	Identify areas that hold scenic and environmental value along the route and work to have those parcels protected	local land trusts and land owners		3-5 years
	Continue perservation of currently protected conservation lands	Work with local land trusts to ensure the protection of conservation lands	local land trusts and land owners		3-5 years

Conservation	Encourage towns to adopt or update open space plans	Work with the communities to create or update their open space and have it approved by the planning board	local planning boards		3-5 years
	Identify areas for landscaping improvements.	Identify areas for landscaping improvements and develop plans to eradicate invasive species and replace with native plants and wildflowers	byway council and property owners		0-3 years
Recreation	Improve non-motorized boating access points	Improve non-motorized boating access points along the Piscataquog River			3-5 years
	Develop a recreational guide to trails				3-5 years
	Connect existing bike trails	Connect and pave the New Boston railway trail to the Goffstown/Manchester bicycle path			3-5 years
Economic	Incorporate the byway into the economic development plan in each community	Work with each community to develop economic development plans that include the byway.	local economic development plan committees.		3-5 years
	Encourage business to apply for Tourist Oriented Directional signs	Provide support for local businesses to apply for TODS	local businesses	NHDOT	3-5 years
	Inventory and promote local farmstands and farmers markets	Provide support in developing materials to help local agricultural businesses to promote their business	local agricultural businesses	New Hampshire Department of Agriculture, Markets & Food	3-5 years

Marketing Plan

The following materials have been considered the marketing and promoting the General John Stark Scenic Byway.

Brochure and Maps:

A brochure and map will be developed to guide the visitor through the region. These materials will be available at all visitors' centers in the state. The brochure and map will also be able to be downloaded from the New Hampshire Department of Resource and Economic Development Travel and Tourism Department website. The Latin American Center in Manchester will be used to translated all marketing materials to Spanish. The gateway city of Manchester, where a multitude of languages are spoken, has a diversity of resources available to provide for multi-lingual needs.

Calendar of Events:

A calendar of annual events will be developed for the traveler to learn about different festivals, fairs and other events in each community that celebrate the rural culture of the region

Website:

The itinerary will be available from the New Hampshire Department of Resource and Economic Development Travel and Tourism Department along with a downloadable map and brochure. The council will work with Lori Harnois, the International and Domestic Marketing Manager at the department to help promote the byway on their website (with multi-lingual translation options).

John Stark Day Events:

R.S.A. 4:13-1 states that "The governor shall annually proclaim the fourth Monday in April as General John Stark Day and shall urge cities and towns throughout the state to observe this day in commemoration of General Stark's gallant and illustrious service to New Hampshire and his country."

This declaration of a state holiday gives the opportunity for each community to promote the byway and celebrate the rich heritage of this region. Coordination of activities between the communities and schools during the weekend leading up to General John Stark Day gives visitors a chance to experience the small town culture of the byway.

Historical Tours:

Goffstown has developed a walking tour of their community with a detailed map and information in the historic district. New Boston is currently working on a driving tour

on their historic society's website. Dunbarton has five historic tours, researched and published by the Historical Awareness Committee, including a special bike tour edition for children. Each tour includes a map and brief description of all the historical sites in the district.

Podcasts:

Podcasts offer a unique way for the traveler to learn about the historic and cultural features as they observe them. It will also offer directional information as they travel through the region.

Appendix A: Current Inventory Prepared as part of the Application to the NH DOT for the Designation of the General John Stark Byway as a NH Cultural and Scenic Byway.

Dunbarton

Historic and Cultural Elements

DH-1: Pages Corner Cemetery

Earlier, this was the Page family's private burial ground. In the northeast corner of the cemetery are several unmarked fieldstones marking the graves of the slaves who were owned by Captain Caleb Page.



DH-2: Molly Stark House (1759)

This building has been called the Molly Stark House, for it was here, in the home of her father, Caleb Page, that she resided while her husband, General John Stark, was off to the wars.

This house was built in two or more stages, the southern end being the oldest part. The cellar walls under the south end are laid up fieldstones in various sizes and shapes.



DH-3: First Congregational Church of Dunbarton (1836)

On June 18, 1789, the First Congregational Church of Dunbarton was founded with the Reverend Walter Harris as its minister. The Congregational Church members used the Town Meeting House for worship peacefully until the year 1833. Because of the increasing competition for worship space with the Baptists and Universalists, the Congregationalists decided to build a church of their own. In 1836, the Congregational Church commissioned the skills of master builder, Capt. Samuel Kimball. The Church was constructed in the center of town, west of the Town Common. Its steeple design mimics the architecture of the steeple of the North Church of Boston. The First Congregational Church of Dunbarton worships in the historic church to this day.



DH-4: Page's Corner Schoolhouse (1855)

Built in 1855 from bricks manufactured at a brickyard on Gorham Pond Road, this one-room schoolhouse served as the school for the Page's Corner area. It is now owned by the Dunbarton Historical Society and is part of their museum.



DH-5: Dunbarton Center School

Comprising the most westerly-situated third of the Town Office Building, this structure was originally the Dunbarton Center School. It was built in 1866 and continued being used until 1972.



DH-6: Town Hall

Gracing the center of the Town Common, the Town Hall was built in 1908. It is erected on the same site as the original 1789 Town Meetinghouse, which was destroyed by fire in 1908.

DH-7: Town Pound (1791)

In 1791, the Town voted to build a town pound of stone for town use. The dimensions of the pound were to be 32 feet square inside, 6 feet high of stone and a stack of timber on top with one side flat that the locks the corners. The walls were to be 4 feet thick at the bottom and 3 feet thick at the top and built of large stones. The pound was used to contain loose livestock and pets until the owners could claim them.



DH-8: Waite Blacksmith Shop (1820)

A beautiful stone structure, the blacksmith shop was built by Jonathon Waite. The shop was originally located on the north side of Grapevine Road and was built from stone cut from the Guinea Road area. In 1980, under the ownership of the Dunbarton Historical Society, the blacksmith shop was moved stone by stone to its present day location on Stark Highway North and is now part of the Dunbarton Historical Society's Museum.



DH-9: Statue of Caleb Stark

A recent addition to the Town Common near the public library, this life-like bronze statue commemorates the son of General John Stark, a hero of the Revolutionary War. Caleb joined his father at the Battle of Bunker Hill in Charlestown, Massachusetts.



Scenic Elements

In addition to providing glimpses of Dunbarton's history, traveling along NH 13 and NH 77 invites the traveler to enjoy several scenic vistas that are unique to southern New Hampshire.

DV-1: Views to the West

When traveling north from Goffstown on NH 13, Dunbarton greets the traveler with a beautiful panoramic view to the west of Mount Monadnock and Crooked Mountain.



DV-2: View from the Top of Mill's Hill

Traveling along NH 13 northbound yields an idyllic view of Mount Kearsarge in the distance.



DV-3: View of Mt. Uncanoonuc

When traveling south on NH 13, a fleeting but attractive view of Mt. Uncanoonuc can be seen to the west over the shoulder of the First Congregational Church at the center of town.

DV-4: Pine Grove heading on NH 77 (Concord Stage Road).

When traveling east or west along Concord Stage Road into or out of Weare the traveler is reminded of the boreal forests of the north as one travels across a dam that is lined on both sides by large coniferous trees.



Goffstown Historic and Cultural Elements

GH-1: Bridge (1928) and Bridge Abutments

Before the American Revolution, masts for the King's Navy were transported down what is now known as Mast Road. By 1766 the first bridge had been built-only to be washed away like many of its successors by the spring floods. No sooner had that happened than a wooden lattice bridge was constructed here and a roof installed on it the following season. This became Goffstown picturesque covered bridge which lasted until 1900 when a steel span took its place to carry the new trolley cars.



This important cement bridge that is in place today was constructed in 1928 and is one of a small group of New Hampshire bridges designed by nationally renowned bridge engineer, Daniel B. Luten. The pedestrian sidewalks on either side rest on large brackets, while colorful fluted concrete lamp fixtures with globes are located at the four corners of this historic bridge.

On the downstream side of this bridge are two abutments that supported the covered railroad bridge which burned on August 16, 1976.

GH-2: The Paige Commercial Block (1876)

Of the buildings on this site at the corner of Depot and Main Streets, the first built in 1869 was destroyed by fire and rebuilt in 1876 by Hazen Blood. Later the Paige brothers owned the building and again fire partially destroyed it. After those burning disasters, it settled down to house many businesses.

This location actually houses two structures. The southern structure has a flat roof. The northern structure (shown here) is gabled. The two structures were joined in 1865. For over 120 years a barber shop has occupied the southern end of the building.



GH-3: Depot (1850)

In 1850, the New Hampshire Central Railroad completed a line from Manchester to Goffstown. Depots were located here at Parker Station, Shirley Station, and Grassmere. Goffstown's first depot was built here in 1850. About 1880, the original passenger station was replaced with the present structure and the older station was moved westward to become the freight Depot. In 1952, the passenger station was moved about 30 feet and an adjoining new brick hardware store was built on Main Street. The depot has since been restored to its original appearance though today it is the paint department of the hardware store.



GH-4: Town Hall (1969)

This is the second town hall to stand at this location since 1869. Extensive renovations were made in 1889 to the original building, known as the Opera House. That impressive structure was destroyed by fire in 1937. Because of the Depression, and the pending situation of World War II, the town voted not to spend any monies on rebuilding. Finally, replacement was completed in stages, with business conducted in the basement and front section of the first floor for twelve years, until completion in 1969.



GH-5: Congregational Church (1845)

The second congregational church built in 1845, was Greek Revival with huge Doric columns. Very little of that styling is visible since the 1869 alteration and the 1891 remodeling in the Queen Anne style. Its historic interest as one of the two churches constructed in the village during the 19th century demonstrate the development and increasing dominance of the village center during that period.

The focal point of the triple stained glass central window with its decorative arch adds considerable beauty to the town's Main Street.



GH-6: Town Common and Monument Square (1907)

In 1907, the town appropriated \$500 to match \$500 previously received through public subscription for the “beautification and adornment” of the lot left vacant by the destruction by the fire of the Central Block. In 1916, a granite monument to honor Goffstown servicemen of all ward was given to the town.

The common was enlarged on the southerly side in 1940 on the lot on which the demolished Bretton Inn once stood.



GH-7: Popcorn Stand (1930's) and Watering Trough

Now owned and operated by Goffstown's Lions Club, the Popcorn stand came into existence in the 1930's. Louis Prince sold hot, buttered popcorn to residents and the traveling public from the circus style cart at the intersection of South Mast Street and Wallace Road. “Popcorn Charlie” Ray purchased the cart in the 1940's and placed it at its present location. The Lions Club purchased the cart and land in an effort to maintain the long standing tradition of hot buttered popcorn for devotees from late spring to early fall.



Anchoring the northwest corner of High Street and North Mast Street is one of Goffstown's four remaining granite watering troughs. The watering troughs once served the physical needs of the traveling public, now being filled with flowering plants and maintained by the Goffstown Community Garden Club. The troughs continue to serve the traveling public, this time aesthetically.

Scenic Elements

In addition to providing glimpses of Goffstown's history, traveling along NH 13 invites the traveler to enjoy several scenic vistas that are unique to Goffstown.

DV-1: Views to the South

When traveling south on NH 13 through the town center, the Uncanoonuc Mountains situated in southwest Goffstown greets the traveler.



DV-2: Views of the Piscataquog River

The Piscataquog River and the old bridge abutments (on the downstream side of the bridge) can be seen when crossing the historic cement bridge on South Mast Street.



New Boston Historic and Cultural Elements

NBH-1: Molly Stark Cannon

The Molly Stark Cannon was built in Paris in 1743 and was later captured from the British at the battle of Bennington, Vermont by General John Stark on August 16, 1777. The cannon was named after Stark's wife, Elizabeth "Molly" Page Stark and donated to the New Boston Artillery Company by General Stark for the company's contribution to the success of the battle of Bennington.



NBH-2: Community Church

This Presbyterian Church replaced a chapel that was destroyed in a fire in 1887. The steeple is home to a genuine Paul Revere bell which was purchased in 1826 and installed in the church in 1892.



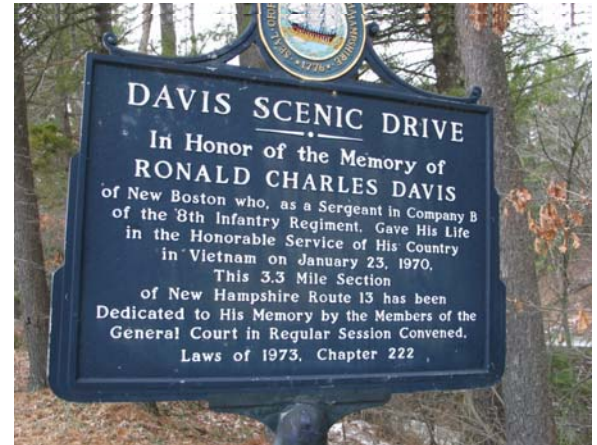
NBH-3: Molly Stark Historical Marker (1984)

Residents of New Boston placed this marker on the common in 1984 to represent and explain the history and importance of the Molly Stark Cannon. It was sponsored by the New Boston Artillery Company and Rep. Roland Sallada.



NBH-4: Davis Scenic Drive

The Davis Scenic Drive was dedicated in the memory of Ronald Charles Davis. Davis was killed in action on January 23, 1970 in Vietnam. The 3.3 mile section is located along New Hampshire Route 13. There are 2 route marker at either end of the drive.



NBH-5: Town Depot

The New Boston Depot was the old fire station and now serves as the town Historical Society offices. Built in 1889, in the fire station at one time housed horse drawn pump and later actual fire engines. The station had to be remodeled to accommodate the large fire engines resulting in the doors being moved from the front of the building to the side. The renovation cost \$2,000.



NBH-6: Town Hall

The town hall was built after the fire of 1887 after the fire destroyed the lower town hall. The town hall was and still is the meeting place for the Joe English Grange No. 53. which was formed in 1875. It is the current location of the town offices.

**Scenic Elements****NBV-1: Route 77, North**

Open fields flank Route 77 North. These rolling, open fields are lined with historic stone walls and thick forest edges.

**NBV-2: Piscataquog River**

Along the North side of Route 13 is the beautiful and picturesque Piscataquog River which runs along the majority of Route 13 within the region. There are numerous stops along Route 13 which provide access to these views. These sites are favorite local fishing spots.



NBV-3: Open Fields

Along Route 13 South are striking views of coniferous and deciduous tree lines which provide open space and a sense of place.

**NBV- 4: Open Farm Fields**

Across from the river along Route 13 South are open fields that surround older farm houses. These well preserved areas offer an extensive panoramic view.



Weare Historic and Cultural Elements

WH-1: Weare Town Hall (1837)

The Weare town hall building is located on North Stark Highway and was once a universalist church on the second floor and town meeting hall on the first. In 1919 the first Public High School Classes were offered on the top floor of the Weare Town Hall. Weare Town hall has been added to the National Register of Historic Places



WH-2: Stone Memorial Building (1896)

The Stone Memorial Building is in Weare town Center. It is the home of Weare Historical Society and houses Weare artifacts and memorabilia along with items for sale, including 1888 and 1892 maps, reprints of Weare's histories, and several other publications. This building is also eligible to be listed in the National Register of Historic Places. Originally, the building was constructed to house an office for the selectmen, a library and a veteran's memorial.



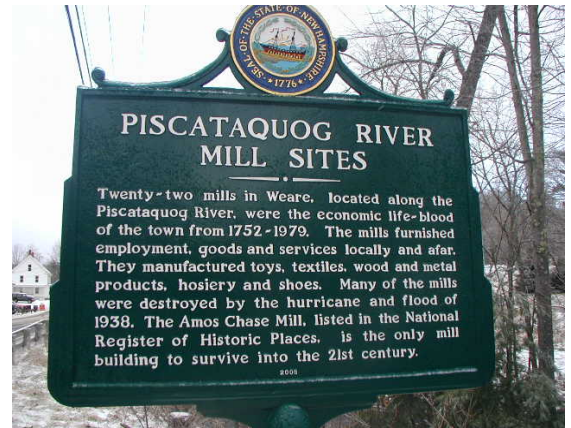
WH-3: Paige Memorial Library (1927)

Weare established a free library in 1892 in compliance with state statutes passed the previous year. The book collection outgrew several locations, finally arriving at a building on East Road in Weare Center. This building, constructed with money left by Eben L. Paige, was dedicated in 1927 and remains in use today as a part of the expanded Weare Public Library



WH-4: Piscataquog River Mill Sites

In 1938 a severe hurricane and Flood destroyed many of the mills located in Weare along the Piscataquog River. These mills were the economic life-blood of the town for over 200 years. The mills provided employment, goods and services, and manufactured textiles, toys, wood and metal products and even shoes. Several factors contributed to the decline of these mill sites including Fire, floods, and growth of new industry in the city of Manchester. The only mill to be still in existence in the 21st century is the Amos Chase Mill of the National Historic Register.



WH-5: Weare Congregational Church

The Weare Congregational Church, located on Concord Stage Road was built in 1841 and used over the century as a Baptist church, congregational church and is presently a federated church. In 1921, Quakers and Congregationalists formed the Weare Federated Church which was amicably dissolved in 1994.



WH-6: Amos Chase Home

Amos Chase Homestead is a large white house, owned by Amos Chase in the mid to late 1800's. In back of the house was/is the Amos Chase Shop which was built in 1836 and used as a carriage manufacturing site until 1844. The building was burned in 1844 but was re-built in 1850. Moses Currier made screw plates, augers, and tools on this site from 1850-1870.



WH-7: Maplewood Tavern

The Maplewood Tavern, also known as the Dearborn Tavern, located on Dustin Tavern Road is one of many historic residences in the town of Weare. The original building was known as the “Dustin Tavern” but was burned and rebuilt in the 1880’s. An interesting fact about this residence is that the second floor of the building was laid on springs for dancing.



WH-8: John Dearborn Residence

The John Dearborn Residence is located on NH 77 and is one of many historical homes located in Weare.



WH-9: North Weare School House

The North Weare School House, located on Concord Stage Road is also known as the Riverside Academy. The building was constructed in 1855 and was in use as a school as late as 1952. The building was later owned by Hales Town Grange and is currently privately owned.



WH-10: Weare Center Store

The Weare Center store, Located on South Stark Highway is another historical building located along this proposed scenic highway. Also known as “Stubby’s Store”, this building was burned in 1891 only to be re-built the following year. The building was used as a post office from 1813-1940’s.



Scenic Elements

In addition to providing glimpses of Weare’s history, traveling along NH 114 and NH 77 invites the traveler to enjoy several scenic vistas that are unique to southern New Hampshire Region. These scenic views can be noticed all along route 114 and 77 which makes this byway very attractive to tourism and Site seeing.

WV-1: Scenic view on route 77

When traveling Southbound on Route 77 Headed through Weare into the town Of New Boston, the traveler is shadowed on both sides of the road by vast coniferous forest which help characterize the region.



WV-2: Weare Stream Meander

This is a Scenic View of the Piscatequag River located next to the Amos Chase home. This is one of many sites along the route where this beautiful meandering stream can be viewed.



WV-3: Scenic View Northbound on Route 77

This View can be seen on NH 114 looking northbound. The view helps depict the basic scenery which can be noticed while driving along this route. The typical coniferous forest's along each side of the road adds beauty to the scenery while driving through the town of Weare.



Appendix B



TOWN OF DUNBARTON, N.H.

Office of the Selectmen
1011 School Street, Dunbarton, N.H. 03046
Telephone: 774-3541
Fax: 774-5541

Resolution Of Support

To adopt the Corridor Management Plan for the General John Stark Scenic and Cultural Byway and to support the designation of the same as an All American Road.

WHEREAS, the Board of Selectmen supports the General John Stark Byway Corridor Management Plan and will work with other groups and agencies to implement the plan.

WHEREAS, the General John Stark Byway Council has developed the Byway Corridor Management Plan with the primary assistance of the Southern New Hampshire and the Central New Hampshire Regional Planning Commissions.

WHEREAS, the New Hampshire Department of Transportation and the State Scenic Byway Council has approved the General John Stark Scenic and Cultural Byway as an official state designated byway. Once designated it is eligible for certain exclusive, competitive, federal grant funding.

WHEREAS, the US Code Title 23, Section 162 states, The Secretary of transportation shall make grants and provide technical assistance to States to plan, design, and develop a state scenic byway program. In making grants, the Secretary shall give priority to the development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities.

BE IT THEREFORE RESOLVED: The Board of Selectmen of the Town Of Dunbarton accepts the General John Stark Byway Corridor Management Plan, on this date_____

Chair, Board of Selectmen

Town Administrator



TOWN OF Goffstown, N.H.
Town Office
15 Main Street Goffstown, NH 03045

Resolution Of Support

To adopt the Corridor Management Plan for the General John Stark Scenic and Cultural Byway and to support the designation of the same as an All American Road.

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BE IT THEREFORE RESOLVED: The Board of Selectmen of the Town Of Goffstown accepts the General John Stark Byway Corridor Management Plan, on this date_____

Chair, Board of Selectmen

Town Administrator



TOWN OF New Boston, N.H.

Board of Selectmen

P.O. Box 250

New Boston, NH 03070

Resolution Of Support

To adopt the Corridor Management Plan for the General John Stark Scenic and Cultural Byway and to support the designation of the same as an All American Road.

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BE IT THEREFORE RESOLVED: The Board of Selectmen of the Town Of New Boston accepts the General John Stark Byway Corridor Management Plan, on this date _____

Chair, Board of Selectmen

Town Administrator



TOWN OF Weare, N.H.

PO Box 190, Weare, New Hampshire 03281

Phone: 603-529-7525

Fax: 603-529-4554

Resolution Of Support

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Chair, Board of Selectmen

Town Administrator