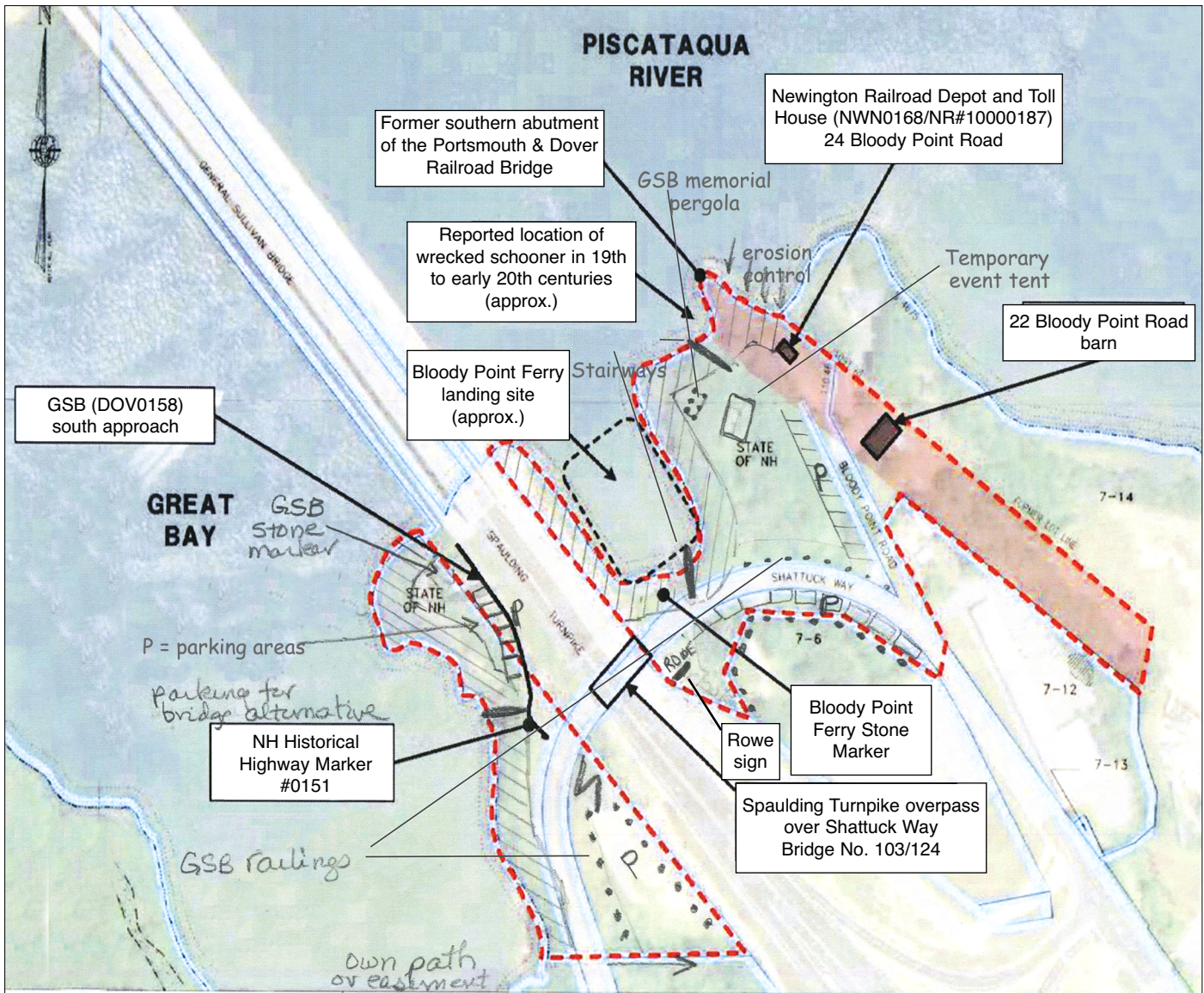


Concept for Bloody Point Park



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51 Bukit Batok Crescent
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Singapore 658077
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To keep everyone in the loop, the above sketch shows one possible concept for a Bloody Point Park, if the town is successful in having the Bloody Point Historic District property turned over to Newington for free, as part of the historic mitigation for destroying the General Sullivan Bridge. The idea is for the State to rehabilitate the old railroad depot for current uses and to turn the overgrown land into a park setting.

This negotiation is a long, tedious one because the State wants to spend as little money as possible on federal historic mitigation projects. It is sad that highway infrastructure in NH is so underfunded, but the state took federal money for the Spaulding Turnpike and bridge expansion project so it *should* have to do historic mitigation under Section 106.

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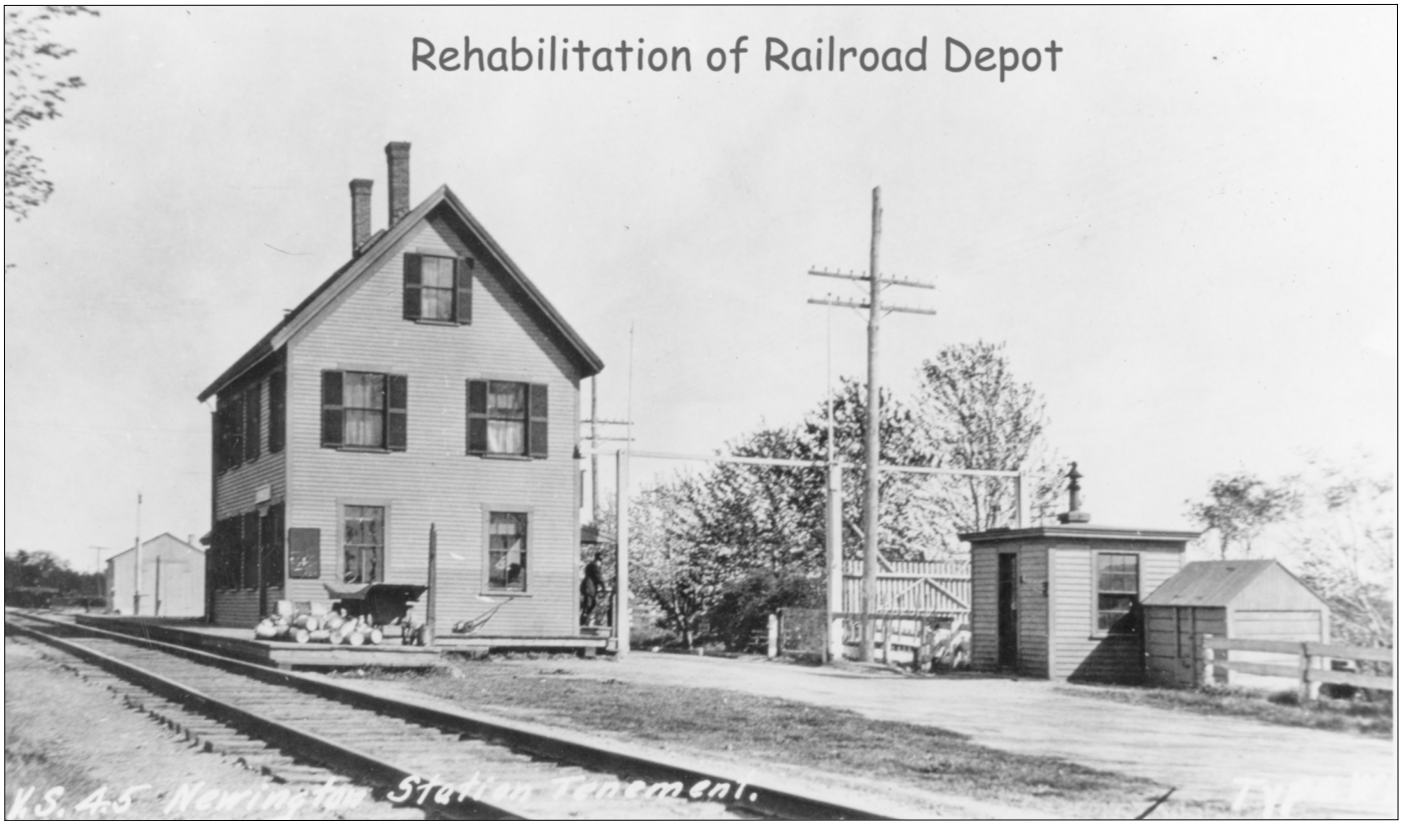
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Rehabilitation of Railroad Depot



Using the Strawberry Banke model, the depot building could be rehabilitated to include public and commercial spaces.

For example, two independent units could be created, an apartment/ caretaker apartment on the top floor to generate rental income and a public access unit on the bottom floor that would have bathrooms and a kitchen area for use as

an event venue for people or businesses in town (or for rent by the general public to generate revenue to maintain the building and park).

Rebuilding the old train platform on the back of the building would help with ADA issues and gutters as shown in the photo below would keep water away from the building foundation and siding.

The Town would like to be involved in the planning, which would include services for water, septic, electric, and fiberoptic (firealarm system to fire station), etc. The attic space also could be converted to living space.

Again, there are no guarantees that any of these ideas will happen, but NH DOT is currently reviewing them.



The Portsmouth & Dover Railroad was built in 1873 by Frank Jones in order to facilitate the transport of grain to his Portsmouth brewery, which became the largest in New England.

Left photo: the old railroad depot as it appeared at the turn of the century. Built in 1873, the depot still stands at its original site on Bloody Point at the southern terminus of the former Newington Dover Point Bridge (1871-1933).

In the left photo, the "covered bridge" section of the old bridge is visible on the right beyond the depot.

