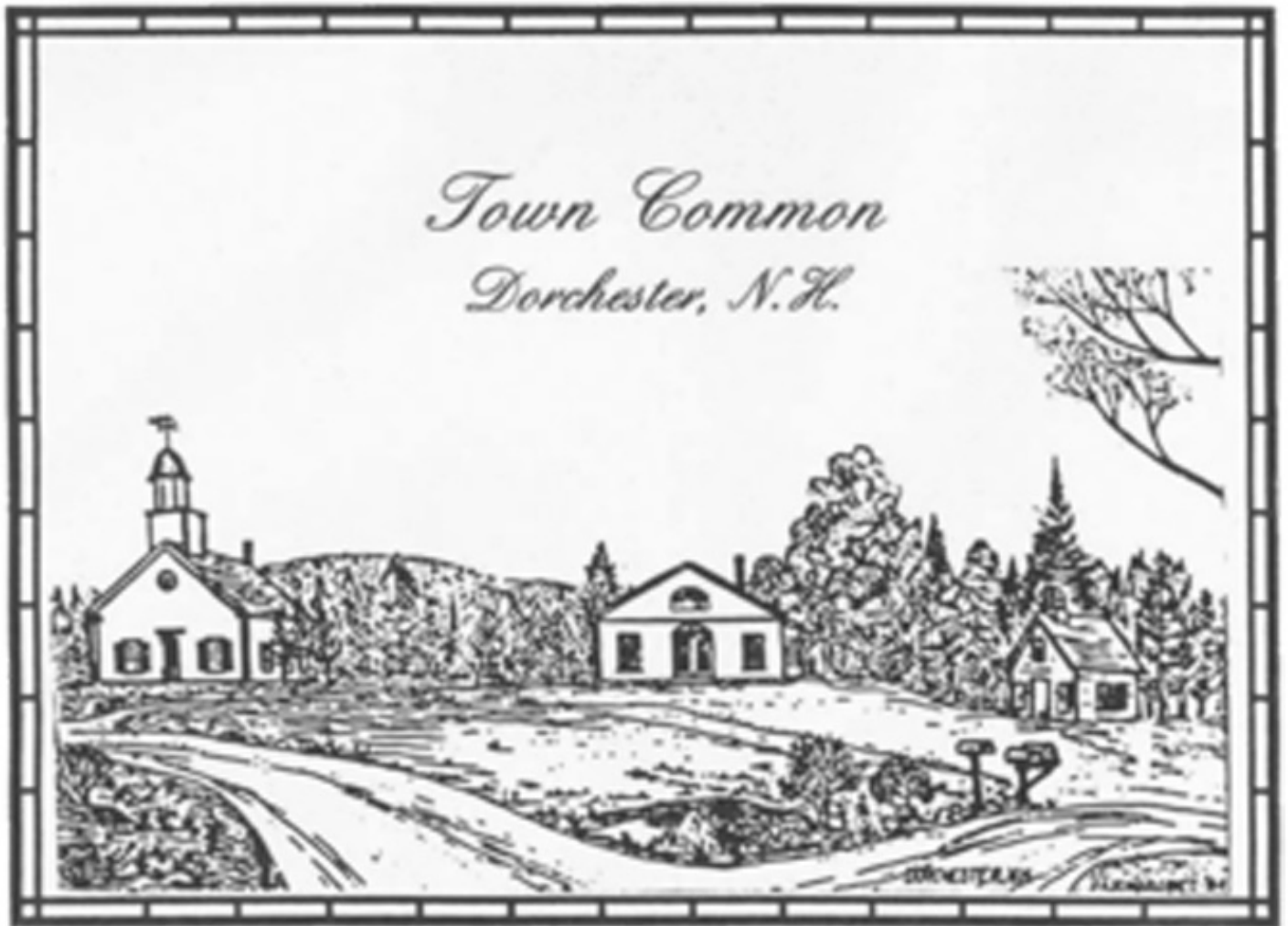


Dorchester Master Plan



May 10, 2017

Table of Contents

Chapter 1	History of the Town of Dorchester and Historic
Chapter 2	Vision for the Future of Dorchester
Chapter 3	Land Use
Chapter 4	Transportation
Chapter 5	Energy
Appendix A	Dorchester Master Plan Survey September 2010
Appendix B	Dorchester Community Survey Response Summary
Appendix C	Tally of Master Plan Survey Responses
Appendix D	References and Resources

List of Tables, Maps and Charts

Chapter 4	
Table 1	Dorchester Road System
Table 2	Pavement Conditions on State Maintained Highways in Dorchester
Table 3	“Red List” and Replacement Bridges in Dorchester
Table 4	“Yellow List” Bridges in Dorchester
Table 5	Existing and Projected Traffic Volumes in Dorchester
Table 6	Accident Severity along NH Route 118
Table 7	NHDOT Road Construction Projects Completed between 2004-2011
Table 8	Local Road Projects Receiving Federal Grant Funds
Map 1	Dorchester Road Network
Chapter 5	
Table 1	Energy Consumption by Use Sector

I. HISTORY OF THE TOWN OF DORCHESTER AND HISTORIC RESOURCES

The Town of Dorchester is located in the upland region between the Connecticut and Merrimack River valleys.

The Town was initially granted in 1761, but it took three charters before Dorchester was finally organized, settled, and lands held. John House received the third and successful charter on May 3, 1772. The first settlers were Stephen Murch and Benjamin Rice. The original Town Center was on Thompson Hill where the first church (which became the South Meeting House) was located as well as Gregg's Tavern and several imposing homes. It was not until 1780 that the first meeting was held at the home of Joseph Burley to choose officers, to organize the Town and, for the first time, send a representative to the General Court. By 1801, four school districts had been formed within the community. The oldest school building to still stand is currently on the Town Common, and was built in 1808.

Dorchester reached its population peak in 1840, when there were 769 people, a sawmill, starch mill, woolen mill, tannery, and Wright Tavern. However, by the mid-1840s the population center of the Town began moving to the present day Common; the original settlement was almost abandoned by the late 1850's. This was the beginning of a downward spiral for the Town's population, which reached a low of 91 people in 1960. One reason for this trend was the Industrial Revolution, and the jobs provided by textile mills in urban areas. The opportunity for wage labor and an escape from the hard work of subsistence farming undoubtedly drew many away from Dorchester.

The advent of the Civil War accelerated the decline of the Town as many young men went off to war. In 1859, 94 eligible men were registered with the Selectmen. The Town pledged to support the volunteers and the cost to the Town put Dorchester in debt until the early 1900s. The development of the railroad along the Baker River in the 19th century focused commerce and interaction in the river valleys, to the detriment of the hill towns. Furthermore, as new lands with very fertile soil opened in the western frontiers, farmers abandoned rocky farms and went west. The rise of commercial agriculture doomed the small, subsistence farms that were the mainstay in communities like Dorchester. By the end of World War 1, the Town's population had fallen to 228 people.

In addition to a geographical shift of population within the Town, there is evidence of new people moving in to Town even as the population gradually declined. Between 1850 and 1870 the decline was modest, with 711 people in 1850 and 689 in 1870. However, an examination of surnames shows that there was an internal shift in residents. The 1850 census lists 103 family names; the 1860 census lists only 58 of the previous surnames remaining. In 1870 only 43 of the 103 original names remained. This phenomenon continued to occur in Dorchester through the end of the nineteenth century.

The preceding surname changes were accompanied by changes in the origins of Dorchester residents as well. In 1850, 39 residents were born elsewhere in the US and two were from Canada. 84 residents were born in the US while 40 were foreign born with 22 from Canada, in 1870. In 1900, 75 residents were US-born while 48 were foreign born; of this latter number, 27 were Canadian. It is also interesting to note that during these same years the number of farms decreased dramatically from 182 in 1850 to 123 in 1870 and to 50 in 1900 (US Census numbers).

In the first decade of the 20th century, a Quaker family from Long Island, NY purchased one of the many abandoned farms as a seasonal residence. Family and friends followed the lead of this first family and moved north. This trend of Dorchester becoming a second-home location for urban dwellers provided a needed boost to the local economy, as local people were hired as guides, farriers, carpenters, domestics, woodsmen, advisors, and caretakers.

One constant in community solidarity since the early 20th century has been Dorchester Grange 280. Although not explicitly stated in the 1923 Old Home Day booklet, seven of the nine members of the organizing committee were Grange members. For years, the Grange acted as caretakers of the Town Hall. They provided meals on Town Meeting days, held children's parties, and provided substantial scholarships to higher education-bound seniors. The Grange, jointly with Dorchester Community Church and the Dorchester Historical Society, also organized Old Home Days, which brought numerous visitors to Town.

Still, through the 1920's the Town continued its decline in both population and industry. Lumbering and farming had been the main sources of revenue, and as the forests were stripped of marketable timber, the number of sawmills decreased. In 1932, there was one portable sawmill operating in Dorchester, where there had been eleven six years earlier. While many small farms were still producing milk, which was taken daily to the creamery in West Rumney, these farms were not productive enough to support the families who maintained them. Farmers were forced to spend the winter months cutting and hauling logs and pulpwood to the railroad cars in West Rumney. In the spring, maple syrup production brought some additional income.

The Great Depression reduced the demand for lumber and pulpwood. However, the farmers did not suffer as much as those who lived in cities because they were able to grow their own food and to cut wood for fuel. The men depended on the work they could do on the roads of the Town for the money to pay their taxes and furnish bare necessities. Throughout the decades, women made major contributions to the well-being of their families and the Town. Not only did they tend the gardens, spin the wool, weave the cloth, make the clothes, bear the children, cook the meals, etc., they also did piece work at home, hand-sewing baseballs for the Draper & Maynard company in Plymouth, and weaving placemats and making splint baskets for sale.

The great hurricane of 1938 destroyed hundreds of acres of prime timber and young trees as well as many of the productive maple sugar groves. Although some employment was gained by salvaging the fallen trees, this could not compensate for the loss that would be felt for years to come.

World War II called the few eligible men into the service and many more deserted their farms to seek the benefits of regular wages in defense plants in Connecticut and Rhode Island. These farms were never to recover from this neglect. By 1950, there were only a half dozen farms in Dorchester where milk was produced; small vegetable gardens had replaced the productive fields and grazing livestock of previous years.

A renewed demand for lumber and employment in nearby towns brought a gradual improvement to Dorchester's economy. In the early 1950s, surfacing of Route 118 was completed from the Dorchester Town House to the Canaan town line, and roads were kept passable through the winter and spring months. This enabled people to drive to

Lebanon, Plymouth, and the Beebe River area where regular employment brought a more comfortable living and modern improvements to homes where electricity had been available scarcely more than a dozen years earlier.

The development of the interstate system linking the Lebanon area on one side and the seacoast and White Mountains area on the other made Dorchester a more desirable place in which to live or to enjoy a pleasant retirement. Further assets were the airports in Lebanon and Manchester.

From a low of 91 in 1960, the population of Dorchester grew to 238 in 1980. Many professional people found the Town well within reach of their jobs, while enjoying the Town benefits of: fire protection from the nearby fire departments of Rumney and Canaan; a museum; two churches, one of which is listed on the National Register of Historic Places; and regular busing of students to schools in the Mascoma Area School District, of which Dorchester became a member in 1962.

By 2010, Dorchester's population had climbed to 355 people. While the Town was home to a declining number of children, the modest population increase could be attributed to a growing second home & retirement population. The arrival of the Internet further opened the Town to new residents (although cell phone service is not yet available in Town). EMS services out of Canaan and Warren now complement the fire protection Dorchester receives from other towns. Thanks to Dorchester's Conservation Commission a Town Forest has been developed to include a trail and wildlife viewing area, and an increased focus on replacing the Province Road state bridge means accessibility to the Province Road State Forest could draw more visitors – both local residents and out-of-town tourists.

Community Input and Vision

The Dorchester Planning Board collected community feedback through their Community Attitude Survey in late 2010 and at their subsequent public meeting in January 2011. The survey and public discussion addressed the importance of history. The survey found that 83% of the respondents either agreed or strongly agreed with the need to preserve and protect historic buildings and cemeteries in Dorchester.

Dorchester Common Historic District

The Dorchester Common Historic District was listed on the National Register of Historic Places in March of 1985. The District qualified due to its significant architecture that is described in the nomination as a “well preserved example of a traditional rural New England townscape, a unique union of architecture and open space serving as a local center of political, religious, educational and social activity. Unpretentious in design and execution, the buildings illustrate the work of local builders and the simplification of contemporary design vocabularies into vernacular forms.” The District includes:

- Dorchester Community Church: As early as 1818 individuals voted to build a multi-denominational meeting house on Thompson Hill; it was completed in 1828 and known as

the South Meeting House. The building was moved to its present location and rededicated in 1883. This building was the second in Grafton County to be listed on the National Register of Historic Places and is listed separately from the Historic District.

- Town Hall: The first structure on this site was the North Meeting House, erected about 1829 under the auspices of the Reverend Increase Davis as a Congregational meeting house; it burned in 1842. The present Town Hall was built in 1843.
- North School: This structure was built in 1808, as one of four original one-room school houses. The school was closed in 1936. The building re-opened in 1966 and is operated today as the Dorchester Historical Museum. It should be noted that two remaining school buildings are not in the Historic District: the Meadow school, now the Town office building, and the "Sawyer" schoolhouse on North Dorchester Road.

In 2013, acknowledging the significance of this historic resource, the Historic District Commission reviewed and amended regulations governing the District regulations which add a level of review for development in the Historic District.

Historic Goals and Policies

Goal #1: Preserve and protect Dorchester's Built Heritage

- Continue to carefully review development proposed in the Historic District.

Goal #2: Maintain Community Character Through the Protection of Cultural Resources

- Support efforts of individuals to protect, restore, and maintain historic buildings and structures including stone walls.

II. VISION FOR THE FUTURE

Community Input and Vision

The Dorchester Planning Board collected community feedback through their Community Attitude Survey in late 2010 and at their subsequent public meeting in January 2011. The survey and public discussion addressed existing issues and potential future needs in Dorchester.

The Dorchester Vision Statement

The Dorchester Vision Statement is as follows:

The Master Plan is intended to offer a blueprint about how Dorchester should evolve and grow. A community-wide survey done in 2010 makes clear that Dorchester residents value the Town's natural resources, agricultural heritage, historic buildings, social and cultural institutions, and its scenic and rural character. The special places and qualities of a small community make Dorchester an attractive place to live, work, and raise families.

As Dorchester's landscape consists of important natural, cultural, and historic features, the Town should strive to employ sustainable development practices to: preserve, improve, and promote historic structures; maintain the character of existing rural lands, open spaces, and natural areas; encourage compatible development throughout the Town, including second homes and tourist support services; promote existing businesses; and guide new commercial and industrial development as beneficial pieces of the landscape. Dorchester's vision is of a positive, complementary relationship between celebrating its past and fostering opportunities for a vibrant future in the region.

The Dorchester Vision Statement provides a broad outline of the core values of the Town's residents: what they want in their community and how the community will address future needs. Residents recognize the quality and value of the historic features and agricultural heritage, and wish to preserve them into the future. This Vision will require careful consideration of how the community accommodates population and commercial growth.

Community Survey Responses

The Community Survey asked direct questions about the Town. The questionnaire and responses are included in Appendix A.

Outcomes of the Community Survey and Vision

Many of the Goals and Policies listed in each chapter of this Master Plan are developed from the Community Survey responses. The Dorchester Land Use Regulations, local activities such as 'Dorchester Going Places,' Grange-hosted events, and community projects are all ways to implement the wishes of respondents to the survey.

The Community Survey could be repeated periodically and used as the basis for future revisions to the Master Plan.

III.LAND USE

Introduction

Land use is the result of the way people interact with the place they live. Land use can be guided so that in the future, the land is used in ways consistent with the vision expressed by residents and landowners in a community.

What do we see in Dorchester today? The predominate land use in Dorchester is rural residential. This means that most lots that are developed have a house on it and some additional uses that are complementary to residential use. These additional uses could take place in the home in the form of a home business or cottage industry; or take the form of active land management for forestry or agriculture; or be more a passive use of large lots providing wildlife habitat and allowing the natural functions of the environment to occur.

In Dorchester, residents agree that the best feature of the Town is its rural charm and character. The Town's un-crowded, quiet living conditions and small Town atmosphere are highly valued. Given these ideas about the future of the Town, how can land use be guided to contribute positively to this future?

Bird's Eye View of Dorchester

Land use is dependent on landform. Dorchester's 45 square miles is quite varied. It sits at the top of two watersheds; the northeast half of Town is drained by the south branch of the Baker River which flows to the Pemigewasset and ultimately to the Merrimack River. The southwest half of Town sits in the headwaters of the Mascoma River, a tributary of the Connecticut River. Cummins Pond, Mudgetts's Pond, Pout Pond, Reservoir Pond, Town Line Pond, and Trout Pond are major waterbodies.

Smarts Mountain in the Town's northwest corner is the highpoint at over 3,100 feet. Prominent hills include Bald Head, Pollard, Thompson, Norris, Read, and Streeter Mountain.

Route 118, running north/south through the eastern part of Town is the transportation backbone. A system of Town-maintained roads gives access to other areas.

Past Land Use

The Cowasuck (or,Coosauke) band of the Western Abenaki of the Wabanaki Confederacy used the resources of upland New Hampshire areas as early as 10,000 years ago. Summer and fall were the times for hunting game such as deer, bear, moose, and birds, as well as fishing. Diverse flora was abundant and gathering provided at least half of dietary requirements as well as medicinal applications. Although crops of corn, beans, and squash were planted in the fertile lands around the Asquamchumakee (Baker) and Pemigewasset rivers, livelihood depended on gathering and hunting.

As European settlers spread into New Hampshire, and as hostilities between the British and French ceased in 1763, land became available and the successful 1772 charter for Dorchester divided the Town into 72 equal shares.

A brief history, including the growth and decline of population in the Town, are described previously. As noted, the first settlement was on Thompson Hill but by the mid-19th century that site had been abandoned and three other centers developed: Dorchester (the current Town Center, sited on the Town Common), North Dorchester, and Fittsville (now Cheever) in the northeast. The businesses of note in 1859 included 11 sawmills, a clapboard and shingle mill, and producers of charcoal, which tell us about Dorchester's resource base: a productive forest. The 1860 census listed 26 occupations in Dorchester with 173 people involved in farming and 19 in lumber related activities (and one astrologer). In 1870 there were 16 occupations with 179 in farming and 35 in lumber; and in 1900, 17 occupations were listed with 85 people in farming and 9 in lumber. The 1880 census counted 586 people with 144 children being educated in ten schools. By the 1960s, there were fewer than 100 people in Town. In 2010, 355 people in 132 households, including 99 families, called Dorchester home.

The settler history of land use in Dorchester may be characterized as forest to farm to forest. Clearing land for farms and ongoing clear-cutting created a naked landscape as can be seen in photos in the possession of the Dorchester Historical Society. The most successful economic endeavors involved the production of wool and lumber, not agricultural crops; charcoal and starch production added sporadically to the economic base. As noted previously, the gradual decline in population was due to industrialization including the development of commercial agriculture in other areas. Rocky hill farms could not produce enough to support families and the pull of livable wages and modern conveniences depleted the population. Although the Town has supported a large population in the past, it is obvious that this was short-lived and not sustainable. Current residents value a quiet, rural setting and although there may be room for moderate growth, it should not be assumed that a large population can be supported based on current natural and commercial resources.

Existing Land Use

Land use choices are made by the landowners, guided by state and local laws. The existing land use pattern of rural residential settlement set in a significant forested area is punctuated with a number of small business uses including motorcycle & vehicle repair/restoration, a sawmill, forestry & logging operations, and specialty handicrafts & art, among others.

A few large landowners have embraced the natural landscape and reinforce it in the management of their holdings. For example, visitors are brought to the Town through community meals & activities, educational workshops & programs, and overnight accommodations at a permaculture farm and educational homestead; through dozens of miles of trails for snowmobiling, dog-sledding, mountain biking, cross-country skiing, hiking, trail running, wildlife research, and wilderness activities such as search and rescue training; and through the permission of passive recreational use while landowners focus on wildlife management, forest ecology, and conservation measures. Additionally, throughout Town a number of smaller-acreage landowners actively manage their forests and benefit from sustainable timber harvests.

Dorchester's current land use regulations allow one- and two-family homes on lots existing prior to the acceptance of the regulations that can support a septic system and well, and on new lots at least two acres in size. Home businesses and cottage industries are allowed by right, as are churches and community spaces such as parks and public gathering places. A 2016 state law permits accessory dwelling units to be established. This is a way that property owners can provide additional housing without changing the look or feel of the Town.

Other uses require review by the Zoning Board of Adjustment. These Special Exceptions include schools, non-profit community halls and recreation facilities, tourist accommodations and campgrounds, business and professional offices, warehouses, light manufacturing, retail, excavation, and signs. Cluster development, a way of siting homes on smaller lots leaving open space for recreation, forestry or agriculture, but not increasing density beyond the 2 acres per dwelling unit allowed across the Town, is also allowed with Zoning Board permission.

The Dorchester Common Historic District Regulations establish a third set of uses, and also require architectural review in the Dorchester Common area. In addition to single-family homes, agriculture, municipal uses, multi-family dwellings, institutional uses (museum and church), and professional offices either in combination with a residence or as a stand-alone use, are permitted. The specific regulations regarding the Dorchester Common set forth standards for lighting and signs. Here, factory-type manufacturing and outdoor storage of heavy machinery are prohibited.

In the eastern part of Town, the Province Road State Forest offers wildlands for hunting and exploring. In the western part of Town, the Appalachian Trail crosses over Smarts Mountain.

Conservation of land, whether by governmental ownership of the Appalachian Trail or Province Road State Forest, or by private ownership of large forested areas managed to enable complementary uses such as recreation and wildlife research, is key to the quiet, uncrowded living conditions valued by Dorchester residents. It is also compatible with increased residential use and an emphasis on tourism.

The Melody Wildlife Area was established as a Town Forest in March 2012. It is managed by the Dorchester Conservation Commission. In 2014 the Commission received funding through a state RTP grant and built a trail and wildlife viewing area for public use.

Future Land Use

Consistent with responses to the 2010 Community Survey, future land use should be guided to maintain Dorchester's rural charm, character, and its small-town, un-crowded feel.

It makes sense for Dorchester residents to continue to rely on the Plymouth and Upper Valley areas as economic and service centers, and for Dorchester to capitalize on its natural, scenic location to be used residentially, and as a recreation, second home and tourist destination. The existing trail system could be enlarged and extended into other towns as a year-round destination for hikers, skiers, mountain bikers and snowmobilers. Encouraging lodging for vacationers and travelers as well as retreat-style accommodations could serve the Town well. Over 55% of survey respondents support vacation homes. Over 40% support home-based business and vacation & recreation industry in Town.

Complementary to keeping and encouraging business in Dorchester is the provision of fiber optics. Home and small businesses can thereby be connected efficiently with the rest of the world.

Re-opening Province Road by repairing the Province Road bridge would provide the Town with an east/west ingress and egress. This would enhance Dorchester's link to regional tourist

opportunities, as well as provide residents with an alternative means of entering and exiting the Town should a natural hazard or other emergency block the use of Rt. 118, the Town's main thoroughfare. By providing direct access to the Province Road State Forest, both residents and visitors would be offered another means of enjoying the outdoor and recreational benefits within Town. Property owners along Province Rd. would be provided direct access to their properties, thereby preserving property values and maintaining future options for residential development in this part of Town. Province Road is also a historical roadway that is registered with the State, and part of the heritage of the Town.

Agri-tourism is popular here in New Hampshire (see SB345 for recent definition) and across the world. Dorchester offers a rural experience that is sought after. Thus, land-based businesses should be encouraged, and the landscape that serves as both the workshop and back-drop to these businesses should be preserved for those uses.

While the Town supports the small-scale use of alternative energy (a renewable energy tax exemption was passed at Town Meeting 2017), large-scale and industrial renewable installations are not welcome in Town. In a January 2015 survey about resident and land-owner attitudes towards siting an industrial wind facility in Dorchester, 77% (149 out of 193 responses received) were against such development. 20% were in favor of such facilities, and 3% were undecided/no opinion. At Town Meeting 2015, the Town was asked to support or oppose the siting of an industrial wind facility in Dorchester. The vote was 36 opposed and 3 in support of such a facility.

Land Use Goals and Policies

Goal #1: Encourage Conservation of Large Areas of Dorchester as It Contributes Positively to the Town's Character and Future Development

- Promote land-based business such as forestry, agriculture, and agri-tourism.

Goal #2: Strengthen the Town's Residential Base

- Continue to allow residential use across the Town and ensure that a variety of housing types are available to accommodate residents in different stages of life and in different economic circumstances.
- Encourage both year-round and seasonal residential uses.
- Re-open Province Road to provide east/west access in Town and to accommodate spillover second home development from the Newfound Lake area.

Goal #3: Promote Land Uses that Stimulate Tourism

- Encourage the development of recreational facilities that feature Dorchester's natural environment and invite visitors to stay and vacation in Town.
- Ensure that land use regulations address the range of lodging accommodations from Air Bnb and bed & breakfast options to inns and retreat centers, in order to permit economic growth in this sector.
- Stimulate tourist travel to and from Dorchester by re-opening Province Road, connecting Dorchester to destinations such as Scuptured Rocks, Newfound Lake, and Province Road State Forest.

Goal #4: Be Innovative in Encouraging New Types of Business

- Encourage the installation of fiber optic service to the Town, and the potential for home-based businesses with no traffic or material waste.

IV. Transportation

Introduction

The purpose of this chapter is to provide guidance and recommendations for addressing the Town of Dorchester's current and future transportation needs. The primary goal is to develop and maintain a transportation system that meets the needs of residents while maintaining and complementing Dorchester's rural character.

Dorchester's transportation system consists of inter-regional highways, local roads, and some trails. This network of roads enables vehicular travel within the Town and provides surface transportation connections within the state. The transportation system affects the daily life of residents and the long-term economic viability of commercial interests in Dorchester. Dorchester residents place a high value on the community's rural atmosphere including a collective sense of being part of a small community in a landscape with large tracts of undisturbed land. Managing the Town's transportation infrastructure in a rural setting presents its own challenges for long-term planning.

Community Input and Vision

The Dorchester Planning Board collected community feedback through their Community Attitude Survey in late 2010 and at their subsequent public meeting in January 2011. The survey and public discussion addressed existing transportation issues and potential future needs in Dorchester.

Transportation and the Dorchester Vision Statement

The Dorchester Vision Statement in Chapter II provides a broad outline of the core values of the Town's residents: what they want in their community and how the community will address future needs. Residents recognize the quality and value of the Town's historic features and agricultural heritage, and wish to preserve them into the future. This Vision will require careful consideration of how the community accommodates population and commercial growth while maintaining a good quality transportation network.

Community Survey Responses

The Community Survey asked direct questions about the Town's transportation network and allowed for general responses at various points in the survey. The following bullets provide an overview of the attitudes regarding roads and transportation:

- More than 2/3 of respondents stated that road maintenance and snow clearing operations were "Good" to "Excellent." Nearly all respondents (96%) want the Town to maintain local roads with approximately a third of those respondents wanting roads to be maintained in the best possible condition.
- Respondents identified "Traffic Speed," "Road Conditions," and "Truck Traffic" as principal concerns.

- Nearly 2/3 of respondents “Agree” or “Strongly Agree” that the Town should develop and maintain a capital improvement program.
- Nearly 2/3 of respondents “Agree” or “Strongly Agree” that the Town should identify and designate scenic roads.
- Nearly 3/4 of respondents “Agree” that the Town should promote access to public trails.

Many respondents included written comments about specific issues:

- NH 118, the principal state-maintained highway passing through Dorchester, is referenced 20 times in written responses. These written responses focus on residents’ concerns about pavement condition, travel speeds, and traffic noise.
- There is a common theme that respondents highly value the rural character of Dorchester including the scenery, quiet, and the small scale of community features.
- Respondents are aware of the need for road maintenance and want to control Town expenditures to limit the property tax burden.

The public input about the Town’s transportation network clearly identifies important issues that warrant further investigation.

Dorchester Road Network

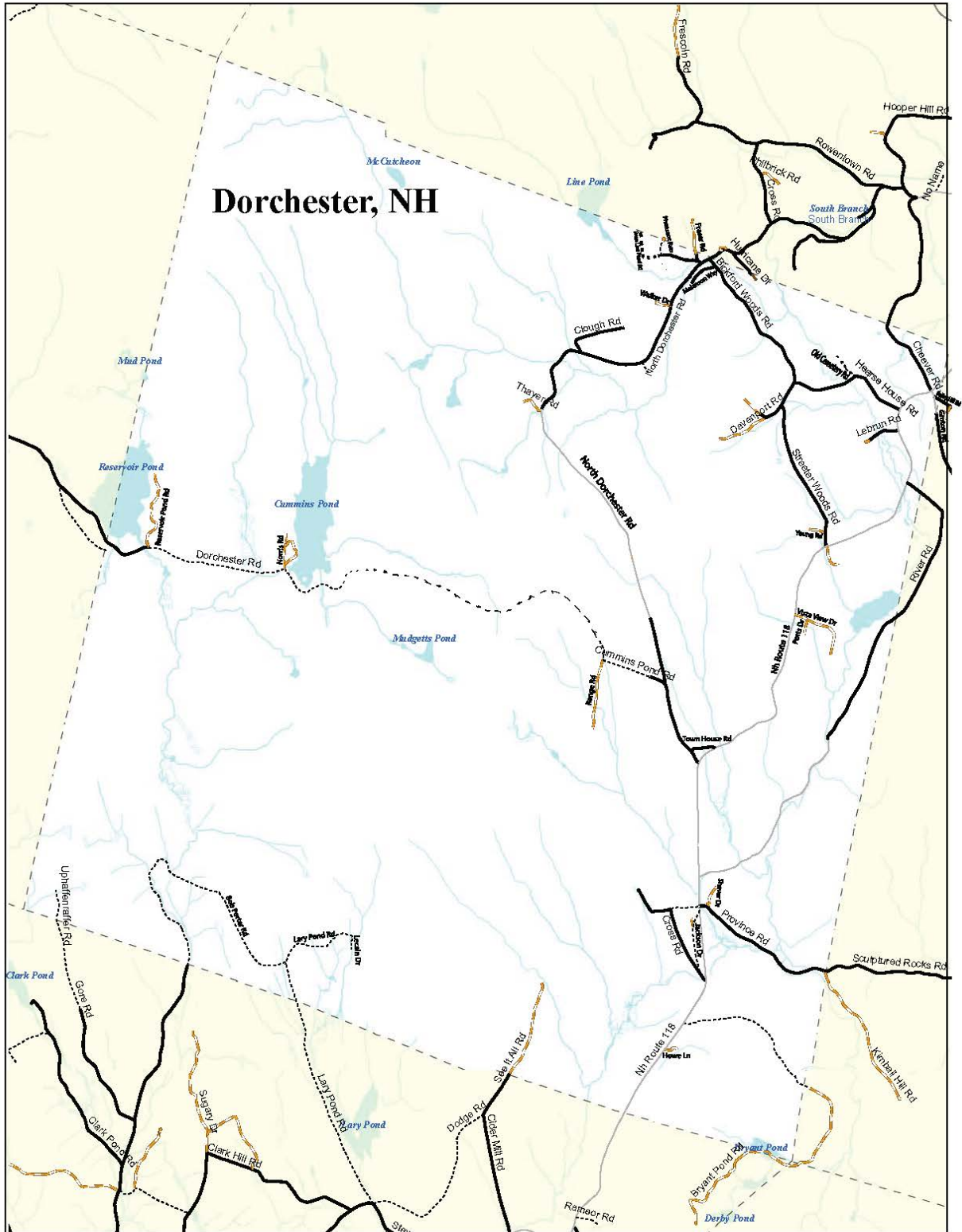
Dorchester’s rural history results in a local road network that serves a sparse density of residential, commercial, and institutional properties. Table 1 presents a breakdown by class of the miles of roads in Town, according to the New Hampshire Department of Transportation (NH DOT) Mileage by Town & Legislative Class-2015. Map 1 illustrates the road network.

Table 1 > Dorchester Road System

Class	Type	Mileage
Class I	Truck Line Highways	K
Class II	State Aid Highways	11.31
Class V	Rural Highways	14.11
Class VI	Unmaintained Highways	11.12
Private	Private Roadways	11.65
Total Roadway Miles		48.19
Total Maintained Roadway Miles		25.42

Source: New Hampshire Department of Transportation (2015)

Map 1 > Dorchester Road Network



Per RSA 229:5, the New Hampshire Department of Transportation classifies road mileage in the state according to the following legislative classification system:

- Class I, Truck Line Highways, consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of cities and Towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections. There are no such highways in Dorchester.
- Class II, State Aid Highways, consist of all existing or proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of cities and Towns, which are classified as Class IV highways. All sections improved to the satisfaction of the Commissioner of NHDOT are maintained and reconstructed by the state. All bridges improved to state standards on Class II highways are maintained by the state. An example of a Class II road in Dorchester is NH Route 118.
- Class V, Rural Highways, consist of all other traveled highways which the city or Town has the duty to maintain regularly. Examples of Class V roads in Dorchester include North Dorchester Road, Streeter Woods Road, and Cheever Road.
- Class VI, Unmaintained Highways, consist of all other existing public ways, including highways discontinued as open highways and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon for five (5) successive years or more. Examples of Class VI roads in Dorchester include Dorchester Road and Lary Pond Road.

Regional Highway Network

This rural road network is served by a principal north-south state highway, NH Route 118, which traverses the eastern edge of the Town. This highway provides access to regional destinations and to Interstate 89 to the south and Interstate 93 to the north. NH Route 118 serves as the only regional travel corridor for residents, commuters, and commercial goods transport. There is no maintained east-west highway connection in Dorchester. The closest opportunities for Dorchester traffic to connect with east-west routes are NH Route 25 in Rumney and US Route 4 in Canaan.

Local Roads

The majority of the transportation network in Dorchester consists of Town-owned or private roads. Town roads carry local traffic, and to a limited extent, connect Dorchester with neighboring towns. Roads such as North Dorchester, Province, Streeter Woods, Bickford Woods, River, Cheever, and Hearse House Roads carry primarily local residential and commercial traffic.

Increased attention has turned to replacing the Province Road bridge, so as to put this Town road back into service. Re-opening Province Road as a thoroughfare would provide the Town with an East/West ingress and egress. This would enhance Dorchester's link to area tourist activities, as well as provide residents with an alternative means of entering and exiting

the Town should a natural hazard or other emergency block the use of Rt. 118, the Town's main thoroughfare. Province Road is also a historical roadway that is registered with the State, and part of the important and valued heritage of the Town.

Scenic Roads

The Scenic Road designation permitted under state law protects trees and stonewalls situated on the public right-of-way of designated roads. This tool can help in the preservation of the rural, scenic, and historical landscape in a Town.

The procedure under RSA 231:157 allows 10 or more persons who are voters of the Town or whose lands abut the proposed designated road (Class I and II roads are exempt) to petition for a vote on the question of designation at Town Meeting. After designation, a public hearing and approval by the municipal planning board or designated municipal body is necessary to cut or remove any trees or destroy any stone walls. However, the limited removal of natural and man-made obstructions is allowed if there is a threat to safety or property and if it is necessary to restore public utility service under emergency circumstances.

Per RSA 231:158, the Scenic Road classification does not affect the Town's eligibility to receive state aid for road construction, nor does it affect the rights of abutting landowners to work on their own property.

Class VI Roads

Per RSA 229:5, Class VI roads are "all other existing public ways and highways discontinued as open highways and made subject to gates and bars, and all highways which have not been maintained and repaired by the Town in suitable condition for travel for five successive years or more." This status preserves the road as a public way. If a road is discontinued, the Town gives up all interests. Ownership of the road reverts to abutting landowners, with no responsibility by landowners to maintain the road as a public right-of-way.

The status of road segments as Class V, VI, discontinued, or private is important to the Town and its residents for two reasons:

Budgetary: maintenance and repair.

Future land development: development may be permitted or denied on Class VI roads.

The Town retains the right to designate any Class VI road or section of Class VI road as a Municipal Trail under RSA 231-A or an Emergency Lane under RSA 231:59.

Emergency Lanes

RSA 231:59-a provides an exemption for Town maintenance of Class VI roads and private ways as emergency lanes to ensure the route is passable to emergency response vehicles. Such a designation requires the Town Select Board to declare a road an emergency lane after a public hearing.

Road and Bridge Conditions

The New Hampshire Department of Transportation has evaluated pavement condition on highways throughout the state as part of its Road Surface Management System. The Ride Comfort Index (RCI) evaluates road cracking and indicates how the public may perceive the quality of the road surface. Table 2 below shows predominant pavement conditions on Route 118 and River Road in the Town of Dorchester. Some minor segments of NH Route 118 at the Canaan town line and in the vicinity of the highway intersections with North Dorchester Road and River Road require some work.

Table 2 > Pavement Condition on State Maintained Highways in Dorchester

Road	Segment	Rating	Summary
NH Route 118	From the Canaan Town Line to North Dorchester Road	Green	No Work Required
NH Route 118	North Dorchester Road to Groton Town Line	Red	Major Work Required
River Road	From Intersection with NH Route 118 north approx. 1.7 mi	Red	Major Work Required

As Table 2 shows, the NHDOT rates much of the state highway mileage in the Town of Dorchester as requiring “major work,” which means full-depth reconstruction of a specified road segment. Monitoring pavement conditions of state highways helps NHDOT manage and prioritize road and bridge construction projects. This prioritization process combines the RCI findings and other factors, including traffic volumes and highway significance.

In 2015, the State’s Pavement Resurfacing Program & SB 367 Resurfacing & Rehabilitation Program AR chip-sealed a 2.8 mile section of NH 118 from 2000 feet north of the Canaan-Dorchester town line to North Dorchester Road.

The NHDOT also assigns sufficiency ratings to bridges based on inspections by their civil engineering staff. The sufficiency ratings help with prioritizing construction projects and are organized under a color-coded system. Red list bridges require interim inspections due to known deficiencies, poor conditions, weight restrictions, or type of construction. The NHDOT inspects red list bridges twice each year. Yellow list bridges are structurally deficient or functionally obsolete but not eligible for red list status. The “Structurally Deficient” status identifies a bridge as unable to carry existing vehicle loads and requires a load restriction and significant maintenance to correct the deficiency. The “Functionally Obsolete” status measures whether the bridge can meet the demands of present-day vehicle traffic crossing it.

As shown in Tables 3 and 4 below, the Town of Dorchester currently has one “Red List” bridge, one bridge in need of replacement and three “Yellow List” bridges. As per a letter dated January 20, 2015 from NH DOT to the Town of Dorchester bridge number 151/055 is required to be posted as “Weight Limit 6 Tons” and “One Lane Bridge.” The bridge remains on the NH DOT Municipal Red List as of March 31, 2015 report.

Bridge number 156/053 on Province Road at the crossing of the South Branch of the Baker River remains completely destroyed. This greatly impacts the Town of Dorchester as this was an eastward exist from Town in case of emergency. This was also a means to access the Newfound Lake area.

Table 3 > “Red List” and Replacement Bridges in Dorchester

Bridge Number	Bridge Location	Summary	Owner
151/055	Province Road, Bucks Brook	Structurally Deficient	Town
156/053	Province Road, South Branch of Baker River	Destroyed	Town

Table 4 > “Yellow List” Bridges in Dorchester

Bridge Number	Bridge Location	Owner
042/118	Cummins Pond Road, Mascoma River	Town
156/152	Hearse House Road, South Branch of Baker River	Town
131/169	North Dorchester Road	Town

Current and Projected Traffic Volumes

Traffic volume data collected by Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) along principal roads in Dorchester and published by NHDOT are shown in Table 5 below. As a rural community, high traffic volumes and congestion are not a primary concern.

Traffic volumes along NH Route 118, the major road in the community, have remained static between 2006 and 2009. There has been some increase in average annual daily traffic volumes along local roads, but the growth has not been substantial. Barring any major development projects that cannot be anticipated, the assumption is that traffic volumes will grow at 1% per year. The projected traffic volumes in 2020 are shown in Table 5.

Table 5 – Existing and Projected Traffic Volumes in Dorchester

Location	Average Annual Daily Traffic		
	Actual		Projected*
	2006	2009	2020
NH Route 118 at Canaan town line	1,300	1,300	1,450
North Dorchester Rd., west of Clough Rd.	30	40	45
Bickford Woods Rd. over Rocky Brook	100	120	135
NH 118 over Merrill Brook	1,200	1,200	1,340
River Rd over Merrill Brook	90	50	55

*Traffic volume projections developed based on 1% compound annual traffic growth. This is a baseline assumed growth rate.

Transportation Safety

Hazard Mitigation, Community Safety, and Storm Water Management

The planning of transportation system maintenance and improvements also supports the intent of the *Dorchester Hazard Mitigation Plan*. A damaged or blocked road or travel route could delay emergency services and threaten public safety. It is particularly important that the Town identify and maintain primary and secondary access routes to properties and residences as a priority for emergency response.

Maintenance and improvements to road culverts and drainage areas are priorities for the Town highway department to ensure local roads are passable. The Town has focused on making improvements to mitigate potential flood damage by receiving Federal Emergency Management grants to make roadway and culvert improvements (see Table 8, below).

To maintain roads in good condition, it is imperative to drain water off roadways. Once storm water is appropriately drained off roadways, it is important to manage this flow in order to insure that pollution problems are not created in adjacent surface waters. Where possible, the Town should upgrade water crossings and storm water management features – to the extent practicable – to exceed design flow capacity. Such a measure will help to ensure passable travel routes even after severe weather events.

Roads are a primary source of non-point pollution in our waterways, including sediments, petroleum products, and salt. The Town of Dorchester should develop and implement Best Management Practices (BMPs) to maintain good water quality. Those Best Management Practices might include vegetated buffer zones around surface waters, drainage basins that minimize erosion and allow for sediments to settle out, and slope stabilization methods.

Overall Road Safety

As summarized in the Community Attitude Survey, Dorchester residents are concerned about safe travel speeds and surface conditions of NH Route 118. There is less public concern regarding the local road network. The Town is aware of the importance of maintaining and replacing road safety features like signage and guardrails on local roads and does so on an “as needed” basis.

As a requirement of the Federal Highway Safety Improvement Program, NHDOT compiles an annual “Five Percent Report” identifying the segments and intersections in the state-maintained highway system with the most severe safety needs. The NHDOT identified a half-mile segment of NH Route 118 in Dorchester, just north of the Town House Road intersection, as part of a recent “Five Percent Report.” A summary of vehicle crashes along a 2-mile segment of NH Route 118 between the intersections with Town House Road and Streeter Woods Road (approx. 2 miles) is provided in Table 6.

The top three vehicle accident types from the 2002 to 2009 analysis period for the segment of NH Route 118 from Town House Road to Streeter Woods Road are: collision with other motor vehicle (19 accidents), collision with a fixed object (14 accidents), and collision with animal (7 accidents). Of the fatal accidents, two (2) fatalities were due to collisions with fixed objects, and one (1) was due to a collision with a pedestrian.

Dorchester’s rural character is exemplified by the sighting of moose and other wildlife in the area. NH Route 118 in this area has a high record of vehicle collisions with moose as compared with statewide safety statistics. This is a significant safety issue and recent mitigation efforts include installing variable message signs during the fall warning motorists to be aware of moose in the road.

Table 6 –Accident Severity along NH Route 118, Town House Rd. to Streeter Woods Rd.

Year	Accident Severity					Total
	Fatal	Incapacitating Injury	Non> Incapacitating Injury	Possible Injury	Property Damage Only	
2002	K	K	1	K	K	1
2003	K	K	3	K	K	3
2004	K	K	6	K	K	6
2005	K	K	4	K	4	8
2006	3	K	2	2	3	10
2007	K	K	K	1	2	3
2008	K	K	1	1	4	6
2009	K	1	K	K	6	7
Total	3	1	17	4	19	44

Transportation Network Maintenance*NHDOT Road Projects*

Two NHDOT road construction projects were completed in Dorchester between 2004 and 2011 (Table 7, below). These projects focused on pavement rehabilitation along NH Route 118 with associated drainage and guardrail maintenance.

Table 7 > NHDOT Road Construction Projects Completed between 2004 and 2011

Year	NHDOT Project No.	Location	Scope of Work and Cost
2006	14478	NH Route 118, Canaan and Dorchester – project terminus 1000 ft north of Town line.	Pavement rehabilitation and drainage upgrades. Cost: \$1.25M
2009	15503	NH Route 118, Dorchester – terminus of Project 14478 to south of North Dorchester Rd.	Pavement rehabilitation and guard rail replacement. Cost: \$1.34M

Other Federal Grants

Town staff and officials have endeavored to make necessary improvements to the Town-maintained road network with the assistance of federal grants. The Town received three hazard mitigation grants from the Federal Emergency Management Agency (FEMA) to prevent flooding of certain segments of Town roads. A fourth project is in the planning stages and has not yet received funding. Table 8 provides a summary of the projects and order-of-magnitude costs.

It is important to note that the bulk of the federal grants received by the Town require a local contribution, or match, to the overall project cost. For example, the hazard mitigation grants listed in Table 8 are 75% funded by FEMA and the remaining 25% is borne by the Town, either through cash commitments or the use of Town staff and equipment to complete the work.

Table 8 > Local Road Projects Receiving Federal Grant Funds

Project Name	General Scope of Work	Approximate Project Costs and Completion Date
Section 1 – North Dorchester Road, Melanson Flat	Upgrade existing culverts and install a box culvert, raise and/or regrade road surface.	Federal Portion: \$65,500 Town Match: \$22,000 Completion: 2013
Section 8 – North Dorchester Road, Thayer Hill	Mitigate erosion along 2,700' of Thayer Hill.	Federal Portion: \$80,000 Town Match: \$26,000 Completion: 2012
Cheever Road	Upgrade culverts, raise and/or regrade road surface.	Federal Portion: \$292,000 Town Match: \$94,000 Completion: 2012
Province Road	Reconstruct road surface from NH Route 118 to Groton town line, replace two bridges (Table 4).	Project in the planning stages, not yet funded. Est. Completion: TBD

Local Road Maintenance

The Town of Dorchester allocated almost 50% of the Town budget to road maintenance in the 2010-2011 fiscal year. This figure does not include grant funds from FEMA to make improvements to local road culvert crossings (addressed above).

Because road maintenance is such a significant portion of the Town's budget each year, it is necessary to conduct road maintenance in the most cost-effective manner. This requires careful planning and awareness of both summer maintenance projects and winter snow removal and road management. The Town will benefit from maintaining a capital improvement program to assist in planning for roadway maintenance and equipment replacement costs over a 5 to 10 year period. Such a plan would not only assist in the capital improvement and budget planning processes, but would also establish a method of setting project priorities to best manage limited municipal funds.

The Province Road bridge restoration and road improvement is a significant project that offers strategic value to the Town, including convenience of east/west travel and potential economic benefits.

Commercial Development and Roads

Given the Town's general planning goals to maintain Dorchester's rural character and agricultural heritage, special planning consideration should be placed on how the local road network will be able to accommodate future non-residential development. The Community Survey responses and Community Vision reflect a desire to develop small-scale cottage industries, agricultural uses, and timber harvesting among a limited range of development options. As these commercial uses become established or grow over time, it will be important to anticipate impacts of transporting the goods upon road conditions, maintenance costs, and safety.

Bicycle and Pedestrian Use of Roads

Walking and bicycling on local and state roads can be a necessary mode of transportation for some, or a form of exercise and recreation for others. Consideration of bicycles and

pedestrians in road maintenance and reconstruction projects will be an important component of long-term planning. Making roads a comfortable, safe place to walk and bike will encourage residents to walk and bike more often and can improve the community's overall health and welfare. This type of planning is a relatively small investment for a long-term benefit.

Town officials and residents should also promote and encourage the same consideration of walking and biking along state-maintained routes. An important example is engaging NHDOT to start discussions about how the segment of NH Route 118 that requires major repair can be improved to accommodate non-motorized travel when an improvement project is eventually funded.

Regional Transportation Issues

Dorchester's link to other communities requires consideration of transportation issues on the regional scale. This may relate to large developments affecting the local road network, or identifying opportunities for municipalities to share resources to cut municipal costs for road maintenance. It is important that the Town of Dorchester continue to work with surrounding communities, the Upper Valley Lake Sunapee Regional Planning Commission, and the New Hampshire Department of Transportation to address regional transportation issues.

Regional Commuting

While traffic volumes and congestion are not a critical issue for Dorchester residents, the Town can support local and regional carpooling for commuters. An option may include Town efforts to dedicate underutilized municipal parking spaces for a small-scale park-and-ride facility. The Town could also encourage resident participation in regional commuter ridesharing programs, such as Upper Valley Rideshare or North Country Rideshare. When commuters enroll in the program, they receive a "match list" of others who have similar commuting patterns. Members may then contact each other directly to set up a carpool or can coordinate with each other via an on-line "rideboard."

Rural Public Transportation Programs

Dorchester's remote location and low population density presents a challenge for implementation of traditional transit services. This is problematic for individuals who cannot operate a vehicle and need to travel to regional health care and employment centers. In addition, the lack of transportation alternatives place an economic burden on residents whose long commutes to major employment centers are an increasing economic challenge as fuel prices continue to rise. Dorchester, like most New Hampshire communities, faces the challenge of providing supportive environments for the growing population of individuals over age 65 as well as those who depend on transit services due to a disability. Over thirteen percent of Dorchester's current residents are over the age of 65. Current transportation serving Dorchester is provided on a limited basis through the Mascoma Senior Center in Canaan or the Plymouth Regional Senior Center in Plymouth. These services, principally provided by Grafton County Senior Citizens Council vehicles, transport clients to senior centers for meals and to medical appointments.

In September 2010 a Transit Feasibility Study was conducted in the 19-town region surrounding Plymouth, including Dorchester. The study proposed two service districts: one to the north of

Plymouth (Campton, Thornton, Ellsworth, Rumney, Woodstock and Plymouth) and a second to the southwest (Hebron, Groton, Dorchester, Alexandria, Ashland, Bristol and Plymouth).

The Feasibility Study identified short-term and long-term goals for developing a transportation service called Transport Central. Transport Central would be based in Plymouth and would serve the transit needs of these communities. Possible options for services for Dorchester are volunteer driver services, demand response bus services, flex-route service (a hybrid of traditional fixed-route service and demand response service) operating along a broadly designated route on specific days each week, and a regional transit service between Plymouth and Hanover through Dorchester that would provide a commuter link to major medical centers, employment, and retail opportunities.

The first phase of the Transport Central plan commenced on July 1, 2013 with the establishment of part-time mobility management staff and a volunteer driver program. Dorchester residents can join the volunteer driver corps for Transport Central as part of the southwestern demand response district.

Long term, community engagement in the development of subsequent phases of the Transport Central plan will be required for these rural community transportation services to be successful. Dorchester Town officials and residents can support regional transportation improvements and operations with financial contributions and community service as volunteer drivers.

Recreational Transportation

Recreational trails typically do not stop at the Town boundary. The Town of Dorchester should work to increase public access to public hiking trails and encourage this local and regional recreational activity. This effort will increase opportunities for residents and could attract non-residents to Dorchester as a recreational destination, which could lead to economic development opportunities. Further, replacing the two bridges along Province Road would enable public access to the Province Road State Forest.

Transportation Goals and Policies

Goal #1: Evaluate Roadway and Traffic Conditions and Address Issues

- Coordinate with UVLSRPC to receive technical assistance to conduct targeted traffic counts at existing NHDOT count locations to collect information about:
 - Vehicle classification – quantify the number and types of vehicles passing the location.
 - Vehicle speed – determine the 85th percentile speed (where 85 percent of vehicles travel at or below a given speed).
- Coordinate with UVLSRPC to receive technical assistance to evaluate whether noise is a significant issue for residents along principal travel routes.
- Work cooperatively with UVLSRPC to evaluate traffic counts and other findings (including accident data) to identify issues. Develop short-term and long-term strategies to address issues, which may include amending speed limits, enforcement options, and evaluating road or intersection improvements.

Goal #2: Formalize Road Maintenance and Planning Efforts

- Identify Town staff, boards, or committees as responsible parties to implement specific goals and policies, as appropriate.
- Work cooperatively with UVLSRPC to develop a road surface management system (RSMS) to effectively identify road maintenance needs and develop a mid-term (5-10 year) road maintenance plan. UVLSRPC could provide technical assistance with developing a RSMS, upon request of the Town, as a special project funded by NHDOT.
- Develop a long-range improvement program for existing roadways, bridges, and culverts to assist in the capital improvement and budget planning processes.
- Maintain an inventory of Class V and Class VI roads, as well as maintained bridges and culverts.
- Continue to require Select Board review of building permit requests on Class VI roads.
- Continue to ensure that off-site impacts resulting from a proposed development are properly mitigated as part of the planning board development review process. These improvements could include: maximizing existing capacity, and providing bicycle and pedestrian facilities.

Goal #3: Maintain Community Character Through the Transportation Network

- Consider implementing the State of New Hampshire's Scenic Roads Law, and designating scenic roads to maintain Dorchester's rural character.
- Consider incorporating flexible road design guidelines to reduce potential impacts on environmentally sensitive and culturally significant areas, preserve scenic vistas, and complement rather than detract from surrounding land uses.
- Continue to ensure that efforts are made to mitigate the visual impacts of proposed development along a public right-of-way as part of the planning board's development review process.

Goal #4: Support Pedestrian and Bicycle Use of Local Roads

- Enhance pedestrian and cyclist amenities throughout the Town, including increasing shoulder widths for bicyclist safety and providing additional signage as a means of encouraging pedestrian and bicycle activity.
- Advocate for pedestrian and bicycle safety improvements on NH Route 118.

Goal #5: Support Regional Transportation Planning Efforts

- Educate residents about, and encourage their participation in, rideshare programs to reduce commuter miles traveled. Town support could include educating the public through flyers and designating a small-scale park and ride facility on Town land.
- Participate in UVLSRPC's Transportation Advisory Committee to ensure that Dorchester's infrastructure needs are considered in the state's Ten-Year Transportation Improvement Plan development process.
- Support regional transportation assistance programs that may serve Dorchester residents, including the Transport Central initiative based in

Plymouth.

- The Dorchester Select Board should consider participating in a joint meeting with Select Boards from surrounding communities at least annually to coordinate on issues of inter-municipal importance.
- The Dorchester planning board should consider meeting at least biannually with the planning boards of surrounding communities to coordinate on issues of inter-municipal importance.

Goal #6: Carefully Manage the Road Network to Control Costs

- The Town should use grants and State cost-sharing to help off-set street maintenance and major improvement costs.
- Budget for regular maintenance as specified in improvement and maintenance plans produced and described in Goal #2.
- Continue to annually appropriate funds to the bridge fund.
- Create a road improvement fund and make an annual appropriation to maintain the Town road system.

IV. ENERGY

Introduction

Energy use and energy conservation are increasingly important topics in New Hampshire communities. The use of energy for electricity, heating, and transportation is integrally tied to community planning, individual lifestyles, natural resource conservation, and environmental quality. The connection between energy use, rising energy costs, and the implications of global climate change in particular have raised concerns within communities, many of which have begun taking action to individually and collectively reduce energy consumption and greenhouse gas emissions. The state adopted RSA 269:1(n) in 2008 authorizing municipalities to include an energy section in their Master Plan that addresses energy and fuel resources, energy needs, and a strategy for conservation of energy. The purpose of this Chapter is to provide some background on energy issues, local energy conservation efforts, and make recommendations for short-term and long-term actions the Town and residents of Dorchester can take to reduce energy consumption and costs.

Community Attitudes

The Dorchester Planning Board collected community feedback through a Community Attitude Survey in late 2010. Principal findings from the Survey regarding land use planning and municipal policies as they relate to energy efficiency and renewable energy practices are below:

- 70% “Agree” or “Strongly Agree” the Town should develop energy efficiency standards for municipal buildings and equipment.
- 71% “Agree” or “Strongly Agree” the Town should encourage alternative energy production.
- 61% “Agree” or “Strongly Agree” the Town should encourage environmentally sensitive, low-impact business and industry development.
- 58% believe the Town should encourage the expansion of high-speed internet access and 66% support expansion of cell phone service
- “Home-based business” (a.k.a. – cottage industries) was the most desired business or service of which survey respondents want to see more.
- 80% of respondents “Agree” that the Town should promote access to recycling of a broad range of materials.
- 86% of respondents “Agree” that the Town should promote energy conservation.
- 75% of respondents “Agree” that the Town should promote alternative energy production.

In January 2015, the community was surveyed regarding their attitudes toward the establishment of an industrial wind facility in Dorchester. Respondents were strongly opposed with 77% expressing that opinion. 20% of respondents supported this use while 3% of respondents were uncertain. At Town Meeting 2015, the Town was asked to support or oppose the siting of an industrial wind facility in Dorchester. The vote was 36 opposed and 3 in support of such a facility.

At Town Meeting 2017, residents voted to adopt a renewable energy tax exemption under RSA 72:61-72:72, which provides for an optional tax exemption from a property's assessed value for persons owning real property equipped with solar, wind, or wood heating energy systems.

This chapter serves as an important first step to help the Town begin examining its energy usage and develop implementation strategies to:

- Reduce municipal energy consumption and costs. Pursue energy savings for all municipal facilities, equipment, and vehicles through weatherization and building renovations, operational guidance, and developing purchasing policies in favor of energy-efficient equipment.
- Encourage land use development that provides opportunities for energy conservation practices including energy-conscious site design and building construction.
- Promote energy efficiency practices among Dorchester residents. Encourage energy conservation and use of alternative energy resources and provide educational resources for residents to reduce residential energy consumption.

New Hampshire Statewide Energy Overview

Energy generation, consumption, and conservation are statewide, national, and international issues. The statewide approach to energy consumption, conservation, and climate change issues provide context for Dorchester's individual planning efforts. Success in energy conservation and improved air quality must begin at the local level with an understanding of the broader issues in the state.

Statewide Energy Use and Trends

According to the NH Office of Energy and Planning (NH OEP), electricity generation and transportation account for more than half of NH's net energy use. In 2007:

- Petroleum comprised the largest proportion of gross energy use at 38.7%, followed by nuclear at 26.3%, natural gas at 15.1%, and coal at 10.5%.
- Renewable energy sources played a much smaller role, with 4.2% coming from wood and wood waste; 2.9% coming from hydro; and less than 1% coming from solar, wind, or geothermal.
- 55.3% of NH households used oil for home heating. Other heating sources used in the state included natural gas (14%), wood (10.3%), propane (10%), kerosene (5%), and electricity (4.8%).

The U.S. Energy Information Administration, an agency within the U.S. Department of Energy, collects and disseminates a broad range of energy statistics within the United States. Table 1, below, provides a summary of energy consumption by sector (residential, commercial, industrial, and transportation) for 1990, 2004, and 2009.

The data in Table 1 illustrate overall growth in statewide energy consumption of nearly 15% over the nearly 20 years of record, which generally matches the population growth for the same period. While energy consumption increased by nearly 30% between 1990 and 2004

there was a significant a drop in energy consumption between 2004 and 2009. This may be associated with the economic recession of the latter half of the decade. Transportation and residential sectors constitute the major portion of energy consumption for the period of record (64% in 2009).

Renewable Energy Resources

Heavy reliance on nonrenewable, mostly imported energy resources (e.g. petroleum, natural gas, and coal) can introduce some risk to the state’s energy supply and overall economic well-being due to price fluctuations from global demand and geopolitical influences. Renewable energy resources, which are often locally or regionally available, are an important long-term consideration to introduce diversity into the array of energy resources for the state.

Currently, renewable energy sources comprise a small share of the state’s energy portfolio. New Hampshire has abundant renewable energy resources (e.g. biomass, geothermal heat, hydroelectric, wind, solar, etc.), which are becoming more economically viable as technologies progress. By using more of its own renewable energy resources New Hampshire and its communities can decrease vulnerability to energy disruption and keep energy investments in the local economy.

Table 1: Energy Consumption by Use Sector (1990, 2004, 2009)

Category	1990		2004		Percent change '90-'04	2009		Percent change '04-'09	Percent change '90-'09
Population	1,109,117		1,299,169		17.1%	1,316,470*		1.3%	18.7%
Energy Consumption (trillion BTU)	264.6		340.6		28.7%	303.0		T11.0%	14.5%
Per Capita Consumption (thousand BTU/person)	239		262		9.6%	230		T12.2%	T3.8%
By Sector (trillion BTU)	Usage		Usage		Usage	Usage			
Residential	78.8	29.8%	99.6	29.2%	26.4%	88.1	29%	T11.5%	11.8%
Commercial	43.5	16.4%	75.6	22.2%	73.8%	69.7	23%	T7.8%	60.2%
Industrial	69.3	26.2%	56.2	16.5%	T18.9%	39.4	13%	T29.9%	T43.1%
Transportation	73	27.6%	109.2	32.1%	49.6%	105.8	35%	T3.1%	44.9%
Total	264.6	100%	340.6	100%	28.7%	303	100%	T11.0%	14.5%

Source: U.S. Energy Information Administration (<http://www.eia.gov/state/>)

Air Quality and Climate Change

The increase in carbon dioxide emissions, a byproduct of burning fossil and biomass fuels, has caused statewide, national, and international concern about air pollution and impacts on climate conditions. Although this chapter is not specifically about climate change, integrating energy efficiency goals into local land use planning and municipal policy will help reduce consumption of these fuels and impacts on air quality and the climate.

Ultimately, these efforts are necessary to maintain the existing quality of life in Dorchester and throughout New Hampshire.

Land Use, Transportation, and Energy

There has been an increased emphasis on the connection between transportation, land use planning, and energy. Statewide planning initiatives are recognizing this connection and seek proactive strategies to minimize the consumption of resources and the long-term costs of development. Small, rural communities like Dorchester, with limited local services and residents who commute to regional employment centers, will find it challenging to find a simple solution that can address the relationship between transportation, land use, and energy. The Planning Board is encouraged to enquire with the Upper Valley Lake Sunapee Regional Planning Commission and seek peer communities to identify initiatives to implement in Dorchester.

Municipal Energy Efficiency

Overall, municipal operations and energy consumption is a small fraction of the total energy consumption for a typical New Hampshire town. Regardless, it is important for the Town to reduce its energy demands through building weatherization and upgrades and energy efficient operations and procurement guidance for Town Staff and Officials. The Town could lead by example in an effort to reduce the cost of maintaining and operating its facilities and vehicle fleet, and thus save tax dollars.

Baseline Inventory and Long-Term Monitoring

It is important, as part of a long-term energy efficiency program, to track energy usage and costs. The Town should begin developing an inventory of energy consumption for its buildings and vehicle fleet using the U.S. Environmental Protection Agency's secure Portfolio Manager online program. Portfolio Manager is free to use and provides summary statistics to track usage over time. The first step in this process is collecting and entering one to two years of historic energy use information. This 'baseline inventory' will help Dorchester staff and volunteers track future energy savings as they continue to enter energy use information over time.

Opportunities for Increasing Municipal Energy Efficiency

Dorchester can continue to improve upon municipal energy efficiency through monitoring energy use, setting energy efficiency goals, and identifying new projects. Opportunities include:

- Engage the electric utility company or an independent contractor to conduct energy audits of municipal buildings to identify opportunities for improved weatherization or equipment improvements.
- Purchase energy efficient items when replacing equipment, appliances, or mechanical systems.
- Establish a no-idling policy to reduce vehicle emissions and fuel consumption. Consider idling retrofits that provide auxiliary power while engines are off to reduce emissions.

- Install renewable energy production systems (solar, wind, geothermal, biomass) where appropriate and when cost effective.
- Coordinate energy efficiency programs with the local schools to maximize potential community savings.

Formation of a Local Energy Committee

The generation of energy and emissions for energy use – whether for homes, businesses, or transportation – has a significant impact on the environment, and the health and welfare of the community. Local energy committees are an important way to help inform decision makers and residents about how to advance cost-effective strategies that conserve energy, reduce costs, and help protect the environment.

An Energy Committee in Dorchester, if formed, could have the following roles:

- Advise the Planning Board on regulatory and planning strategies relative to energy efficiency and conservation;
- Coordinate with boards, commissions, schools and other organizations to promote and implement energy efficiency and conservation measures in the community and surrounding towns;
- Conduct public outreach and education efforts to help residents reduce household energy use and costs;
- Report to the Board of Selectmen on energy usage for municipal facilities on an annual basis and as requested; and
- Provide information to the Board of Selectmen about strategies to reduce municipal energy use in municipal facilities.

Energy Recommendations

Energy planning is integral to Dorchester’s long-term municipal and land use planning efforts. The following recommended actions are all steps to achieving a more sustainable energy economy. By promoting energy conservation behaviors and the employment of energy efficient measures, Dorchester can do its share to minimize undue municipal costs and community-wide demand for carbon-based energy sources and greenhouse gas emissions.

Goal #1: Provide Municipal Energy Efficiency Leadership

The Town of Dorchester can establish itself as a leader in energy conservation and efficiency.

- Form a Local Energy Committee and adopt an energy action plan to reduce energy consumption in Dorchester.
- Develop a Portfolio Manager account to track municipal energy use on an ongoing basis. Designate an individual in Town (e.g. a member of the Energy Committee once it is formed) to report energy use trends to the Board of Selectmen.
- Pursue grant and loan funding whenever possible to effectively leverage Town funds for energy improvement projects.
- Create new policies for Town Staff regarding equipment use and purchasing practices that will reduce energy use and costs.

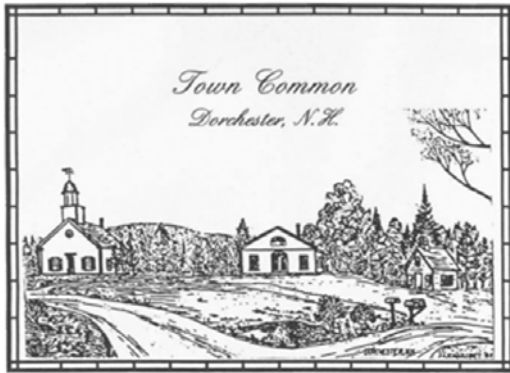
- Establish and promote a community park and ride facility on municipal land for commuters traveling to regional employment centers.
- Conduct educational events on energy issues. Work with local and regional organizations and community groups to provide information to residents on ways to reduce energy consumption.

Goal #2: Adopt Regulations and Ordinances to Promote Energy Efficient Development Practices

Dorchester can encourage energy efficient development practices for new development. The following recommendations would help promote energy efficiency in local development projects.

- Provide incentives in regulatory review processes that encourage voluntary implementation of energy efficiency practices, innovative land use techniques, or mixed use development proposals (where appropriate).
- Evaluate whether there are areas in Dorchester where it would be appropriate to encourage an appropriate mix of building uses (e.g. residential and small-scale commercial and retail) to give residents the opportunity to live close to services and drive shorter distances.

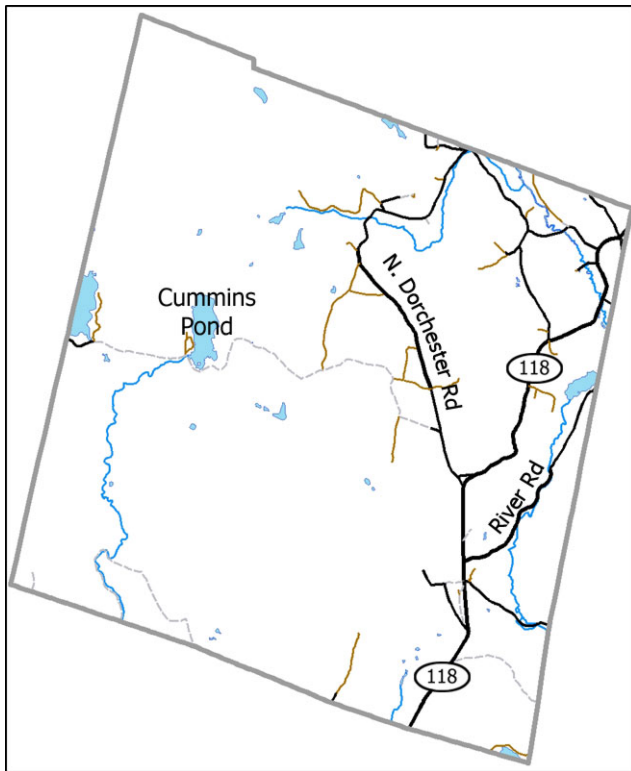
Appendix A: Dorchester Master Plan Survey, Sept. 2010



Dear Dorchester Resident/Property Owner:

The Dorchester Planning Board is initiating an update to the Town's Master Plan. The Master Plan documents existing conditions and community attitudes toward current and future growth; then provides guidance to achieve community land use goals in the coming years. The input and opinions of the Town's residents and property owners, like you, are critical ingredients in preparing a meaningful Master Plan. Please take a few minutes to complete this survey. Your input is much appreciated.

Completed surveys may be returned by refolding, taping, affixing a stamp and mailing the survey, or dropping it off at the Dorchester Town Office. *Thank you, Dorchester Planning Board*



1. Which best describes the area of Town in which you live or own land?

(please refer to Town map) Telephone Exchange

- a. 523 (Canaan)
- b. 786 (Rumney)
- c. 795 (Lyme)

2. How long have you lived or owned property in Dorchester?

- a. Less than 1 year
- b. 1-5 years
- c. 6-10 years
- d. 11-20 years
- e. 21-30 years
- f. 31 years plus

3. Are you a (check all that apply):

- a. Year-round resident
- b. Part-time or seasonal resident
- c. Property owner
- d. Renter

4. Which of the following describes your employment status? (Check all that apply.)

- a. Homemaker
- b. Self-employed
- c. Employed full-time
- d. Employed part-time
- e. Student
- f. Retired
- g. Unemployed
- h. Other (please specify): _____

8. What new services or expansion to existing services would you like in Dorchester?
(Check all that apply.)

- a. Cable television
- b. High-speed internet
- c. Cell phone coverage
- d. Transportation services
- e. Other (Please specify): _____
- f. Nothing

9A. Does your Dorchester property have Internet access?

- a. Yes (If checking Yes, answer Part B, below) b. No

9B. If you answered "Yes" to 8A: What type of internet access do you have?

- a. Modem/Dial-up
- b. Satellite
- c. Cable
- d. Fiber-optic
- e. DSL through phone company
- f. T1, T3, or other high-speed copper service
- g. Wireless internet through cell phone network
- h. Fixed wireless

10. Please rate the following Community Facilities.

	Please Rate this Facility					
	Excellent	GoodVery	Good	Fair	Poor	No Opinion
a. Dorchester Town Offices						
b. Dorchester Community Church						
c. Dorchester Historical Museum						
d. Dorchester Town Hall						
e. Dorchester Highway Yard						
f. Dorchester Forest Fire Equipment Shed						

11. What new facilities would you like in Dorchester?
(Check all that apply.)

- a. Post Office (with a Dorchester zip code)
- b. Library
- c. Transfer Station
- d. Street Lighting
- e. Other (Please specify): _____
- f. Nothing

12. What do you think Dorchester should do to improve its tax base? (Check all that apply.)

- a. Encourage new industry
- b. Encourage expansion of existing industry
- c. Encourage additional commercial development
- d. Encourage new higher-value housing
- e. Housing for mature residents (55 years and older)
- f. Encourage vacation/recreational industry
- g. Other (Please specify): _____
- h. Nothing

13. What businesses or services would you like to see, or see more of, in Dorchester? (Check all that apply.)

- | | |
|--|---|
| <input type="checkbox"/> a. Retail sales | <input type="checkbox"/> j. Manufacturing |
| <input type="checkbox"/> b. Automotive service | <input type="checkbox"/> k. Forestry and timber |
| <input type="checkbox"/> c. Sand and gravel excavation | <input type="checkbox"/> l. Agriculture |
| <input type="checkbox"/> d. Eating establishments | <input type="checkbox"/> m. Personal services |
| <input type="checkbox"/> e. Professional Offices | <input type="checkbox"/> n. Other: |
| <input type="checkbox"/> o. No new businesses or services | <input type="checkbox"/> f. Lodging (B&B's, motels, hotels) |
| <input type="checkbox"/> g. Tourism-based businesses | |
| <input type="checkbox"/> h. Home-based businesses ("cottage industries") | |
| <input type="checkbox"/> i. Light industry (e.g. research and development) | |

14. Which of the following types of future residential development would you like to see in Dorchester? (Check all that apply.)

- a. Single-family
- b. Two-family (duplex)
- c. Conversion of a large house to a multi-family house (3-4 units)
- d. New multi-family construction
- e. Accessory apartments in existing houses or buildings on the same parcel
- f. Manufactured housing/mobile home parks
- g. Manufactured housing/mobile homes on individual lots
- h. Conservation subdivision: single-family houses on small lots with large open space
- i. Vacation Housing

15. Are any of the following traffic conditions a problem on roads in Dorchester? (Check all that apply and specify which roads.)

- a. Truck traffic _____
- b. Traffic speed _____
- c. Pedestrian/bicycle safety _____
- d. Traffic noise _____
- e. Road conditions _____

16. Please indicate your agreement or disagreement with the following statements, as they apply to Dorchester:

Statement: Dorchester should...	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Protect some land from development.					
Provide affordable housing.					
Encourage development to stimulate the economy.					
Preserve water quality by strictly enforcing State regulations for on-site wastewater systems.					
Develop energy efficiency standards for municipal facilities and equipment.					
Encourage environmentally sensitive, low-impact business and industry development.					
Preserve its historic buildings and cemeteries.					
Focus new development away from critical environmental areas and wildlife habitats.					
Seek to maintain a stable local economy by encouraging cottage industries.					
Encourage alternative energy production.					
Develop a program to promote forestry best management practices.					
Establish a Capital Improvement Program to plan for necessary improvements to public facilities.					
Discourage land uses that negatively impact environmental quality.					
Maintain a high level of citizen participation in Town business.					
Identify and designate scenic roads.					

17. To what extent do you wish the Town to maintain roads? (Check all that apply.)
- a. Regularly: Town roads should be in the best possible condition at all times.
- b. As Needed: Focus effort on necessary maintenance and repairs to Town roads.
- c. Bare Minimum: Only critical repairs to Town roads.

18. How should Dorchester accommodate affordable housing (i.e., housing that costs no more than 30 % of household income) for those individuals with limited and/or fixed incomes? (Check all that apply.)
- a. Permit one accessory apartment within a residence or garage
- b. Permit greater residential density for projects designated as affordable housing
- c. Encourage multi-family housing
- d. Permit conversion of large homes to multi-family residences
- e. Other options (Please describe): _____

19. Do you support protection of the following resources? (Check all that apply.)
- a. Areas of important wildlife habitat
- b. Historic buildings and sites
- c. Scenic views
- d. Surface water resources
- e. Groundwater resources
- f. Agricultural land/open fields
- g. Recreational access to land
- h. Other (Please specify): _____

20. The Town should promote:

Statement	Agree	Disagree	No Opinion
Access to recycling (organic waste, asphalt, electronics, etc.).			
Energy conservation.			
Alternative energy production.			
Hazardous waste collections.			
Public access to lakes, rivers and ponds.			
Public access to trails.			

21. How do you rate the quality of the water supply on your property?
- a. Reliable supply, water quality was tested within the last 5 years
 b. Reliable supply, water quality was not tested or was tested more than 5 years ago
 c. Unreliable supply, water quality was tested within the last 5 years
 d. Unsure about the reliability or quality of the water

22. Have any of the following events happened to your water supply in the last 5 years? (Please check one.)

- a. Contamination
 b. Drought
 c. Well maintenance conducted
 d. Low in Summer/Dry Season
 e. Other (Please specify):

23. What do you feel is the best feature of Dorchester?

24. What do you feel needs the most improvement?

25. What do you feel is the Town's biggest challenge for the future?

26. Do you have any other comments or suggestions for this community survey?

Thank you very much for your input!

Please return by: **NOVEMBER 1, 2010**

All returned surveys will be entered into a random drawing for a \$50.00 meal voucher for the 2011 Dorchester Old Home Days event. To be entered please put you name and phone number below.

Please return to:
Dorchester Planning Board
804 River Road
Dorchester, NH 03266

or

Drop off at Town Office.

Appendix B: Dorchester Community Survey Response Summary

The community survey for the Town of Dorchester received a total of 92 responses, of those

- 54% have lived in Dorchester for 11 years or more
- 19.5% having lived in the Town for 31 years or more
- 51.1% were year-round residents;
- 24.4% were seasonal residents.

The survey respondents represent an aging population:

- 48.3% are retired
- 80.4% age 51 or older.

Of those respondents that are still working:

- 40% work full time
- 16.4% are self employed
- 3.2% reported being unemployed.

Respondents found Dorchester a desirable place to live.

- 83.3% enjoyed the uncrowded and quiet living conditions
- 65.5% noted the small-town atmosphere
- 2.2% saw the school system adding to the desirability.

Respondents indicate a desire for both high-speed internet and cell phone coverage.

- 57.9% and 65.9% respectively desire the services.
- 57.6% have no internet access

Among those with internet access:

- 16.3% are using dial-up
- 18.4% have satellite
- 4.3% have cable internet.

Overall, few respondents expressed opinions about the condition of the community facilities mentioned in the survey, with three exceptions:

- 27% rating Dorchester Town offices Very Good to Excellent
- 30% rating Dorchester Town Hall Very Good to Excellent
- 26% rating the Dorchester Historical Museum Very Good to Excellent

Asked whether the Town needed any new facilities

- 55.1% of respondents said the Town did not need to add any new facilities.
- 27% a Post Office that has a Dorchester Zip Code
- 20% a transfer station
- 11% a library and street lighting

The survey results show a wide variety of responses when asked “What do you think Dorchester should do to improve its tax base?”

- 45.3% would encourage vacation/recreational industry
- 33.7% said bring in new industry
- 31% suggested housing for adults over age 55
- 28% new high-value housing

Respondents want to see new businesses in Dorchester. The type of businesses most universally desired were

- 44% home-based businesses
- 32% eating establishments (32.5%) and
- 32% agriculture (32.5%).

Those least desired were

- 7% sand and gravel excavation
- 8% manufacturing or automotive services
- 21% said new business was not desired.

Maintaining the rural character of Dorchester is important to respondents

- 75% indicate they wish to see single family homes developed in the future
- 6.5% want new multi-family units
- 55.2% would like to see vacation homes developed in the future

Looking at development for the future

- 87% of respondents agree or strongly agree that some land should be protected from future development.
- 72% agreed or strongly agreed that water quality should be preserved through the strict enforcement of state regulations for on-site wastewater.

The survey also shows a strong desire to preserve and protect the historic buildings and cemeteries in Dorchester in the future, with

- 83% saying they either agreed or strongly agreed.

The survey indicates residents are concerned with the environmental impact of future development and energy use.

- 80% agreed or strongly agreed to discourage land uses that negatively impact the quality of the environment.
- 72% agreed or strongly agreed to encourage alternative energy.

Survey respondents had varying views on the extent of necessary road maintenance.

- 60.4% said roads should simply be maintained as needed.
- 36% said roads should be in the best possible condition at all times.
- 54% said traffic speed was the biggest problem on Dorchester roads.

When asked how the Town should deal with the need for affordable housing the top two options chosen by respondents are to

- 56% permit one accessory apartment within a residence or garage
- 32% permit the conversion of large homes to multi-family residences

Most of the Town has access to a reliable water supply

- 70% report access to reliable water, but
- 40% had not had quality tested for more than 5 years
- 8% reported low supply due to drought or summer/dry season.

Throughout the survey, the respondents indicated support for activities that will continue to preserve the character and resources of today, thus, not surprisingly respondents were strongly in favor of preserving: wildlife habitats, historic buildings, scenic views, surface water resources, groundwater resources, agricultural land and recreational land. Similarly, the majority felt the Town should promote things such as: recycling, hazardous waste collections, alternative energy, and access to lakes, rivers and trails.

When asked what the best feature of the Town was, the responses most notably referenced the rural charm and character that respondents so clearly want to preserve.

Appendix C: Tally of Master Plan Survey Responses

Planning Board Master Plan Survey Responses (93 surveys received out of 316 sent out)
(Tallied by Pat Franz)

1. What do you feel is the best feature of Dorchester?	
Quiet, low population, rural, privacy	50
Wildlife, forests, undeveloped land	21
Friendly people	9
Road maintenance	3
Old Home Days, Grange, Historic District, D. Comm. Church	5
No police	1
2. What do you feel needs the most improvement?	
Taxes	13
Town roads	13
Traffic noise/speed/Rte. 118	6
Internet	9
Cell phone	2
Cable	2
Alternative energy	2
Industry, housing, jobs	5
Growth	2
Town officials/local government	15
Public transportation	1
Access to wilderness, development of recreational areas	2
Town buildings	2
Clean-up	3
Police presence	2
Grocery, general store	2
Transfer station	1
3. What do you feel is the Town's biggest challenge for the future?	
Taxes	22
Controlling growth	17
Encouraging growth	3
Roads/road agent	3
Internet, technology	2
Industry	7
Town officials, local government	3
Maintaining rural beauty, open spaces	3
Preserving Historic District buildings	1
Clean-up	1
4. Do you have any other comments or suggestions for this community survey?	
Taxes: Maintain or lower	5
Town roads (1 neg., 1 pos., 1 suggestion)	3
Truck traffic/speed/ (animal) warning light on 118	3
Internet, cable, cell phone	3
Keeping Town clean	2

Fire permits – difficult to obtain		1
Assisted living		2
Cremation pavilion		1
General store wanted		4
Preserve/control growth		10
Wilderness, recreation parks, hiking trails		4
Town office (neg.)		1
Transfer station (neg.)	1	
Negative remarks regarding survey		6
Positive remarks regarding survey		7
Town officials (Neg.)		3
Old Home Days/Jan’s Junk (the community) (Pos.)		1

(Disclaimer: Due to human error, these numbers may not be absolutely precise!)

Appendix E: References and Resources

- Ashley, Nella H.
1972 1972 Dorchester, New Hampshire 1772. (booklet published by unknown agent for bicentennial; N.H. Ashley attribution).
- Axtell, James
1981 *The Indian Peoples of Eastern America: A Documentary History of the Sexes.* New York: Oxford University.
- Blodgett, Asahel
1865 Report of Dorchester School Committee [Hand written]. Date March 14, 1865. Mss. In New Hampshire Historical Society. Concord, NH.
- Calloway, Colin
1991 *Dawnland Encounters.* Lebanon, NH: University Press of New England.
- Child, Hamilton
1886 *Child's Grafton County Gazetteer 1709-1886.* Syracuse, NY: The Syracuse Journal Company.
- Dublin, Thomas
2017 *Women and the Early Industrial revolution in the United States.* The Gilder Lehrman Institution of American History. Gilderlehman.org.
- Fogg, Alonzo
1874 *Statistical Gazetteer of New Hampshire.* Concord, NH: D.L. Guernsey.
- Crow, Garrett and Fralick, Richard
1981 *Edible Wild Plants of New Hampshire.* Durham, NH: UNH Printing Service.
- Fraser, Grace Morth
1979 *Interest Groups, Communication and a Sense of Community in Dorchester, New Hampshire.* Paper presented at the Northeastern Anthropology meeting, New England College.
1992 "Norumbega". Endowment for the Humanities Scholar. Lecture at Warner, NH: Mt.Kearsarge Indian Museum.
1994 "Different People, Different Places". NH Endowment for the Humanities lecture. Numerous venues.
2002 *A Brief History of the Dorchester Community Church.* Dorchester, NH: DCC.
2003 "The Place That Would Be New Hampshire". NH State Historical Society, opening lecture. Concord, NH: NHSHS.
1978-1982 Interviews with local women, 1978-1982.
- Fraser, Thomas Mott
1979 *Dorchester Community Church: An Experiment in Action Anthropology.* Paper presented at the Northeastern Anthropology Association meeting, New England College.
- Hodge, Marie
1923 *Dorchester New Hampshire Old Home Day Celebration, August Fifteen Nineteen Hundred Twenty Three.* Laconia, NH: The Democrat Printers.
(published for first old home day; history attributable to M. Hodge).
- Merrill, Eliphalet
1817 *Gazetteer of New Hampshire 1817.* Reissued 2011 by the British Library, Historical Print Editions.

Oswalt, Wendell

2010 This Land Was Theirs. New York: Harper Rowe.

Taylor, William L.

1979 The Nineteenth Century Hill Town: Images and Reality. Paper presented at the Northeastern Anthropology Association meeting, New England College.

No date Forest-Farm-Forest: A Brief Overview of Abandoned Farms in New Hampshire. Plymouth, NH: Institute for New Hampshire Studies

United States Census: Seventh Census, 1850, Microcopy 432, Roll 430; Ninth Census, 1870, Microcopy 593, Roll 840; Twelfth Census, Microcopy T623, Roll 946
(Courtesy of W.L. Taylor).

INTERNET REFERENCES:

Amoskeag

nhptv.org/kn/tv/ournh/ournhtg10.htm

Belknap MillNinth

belknapmill.org/html/history.html

Dupont, Kevin Paul

2016 bostonglobe.com/sports/2016/04/29/Plymouth-has-unique=sports=history//7Ax24kamV104qlmXrekaGO/story.html

Factfinder

2010 Demographic Profile. Factfinder.census.gov

nh.gov/oep/data-center/historical-census.htm

