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general management plan

MINUTE MAN

NATIONAL HISTORICAL PARK / MASSACHUSETTS

general management plan

september 1989

MINUTE MAN NATIONAL HISTORICAL PARK • MASSACHUSETTS

UNITED STATES DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

SUMMARY

This *General Management Plan* will provide direction for management as well as ensure that the historical events and ideals that Minute Man National Historical Park commemorates are properly conveyed to the American public. It will help define a park identity long missing, thereby providing management with the means to accommodate changing needs while providing the public a clearly recognizable national park area. By approximating the cultural environment that existed in 1775 and protecting its associated historic resources, the National Park Service will assist visitors in understanding the social and political thoughts and events that led colonial Americans to overcome tyranny, culminating in the birth of American independence. The park will thus convey a sense of words and deeds that directed the movement against unjust conditions in pre-Revolutionary War America. The events commemorated new horizons in democratic experimentation and citizen responsibility that continue today, and serve as an inspiration to people throughout the world striving for freedom.

Minute Man National Historical Park was established by Congress (Public Law 86-321) on September 21, 1959, "to preserve for the benefit of the American people certain historic structures and properties of outstanding national significance associated with the opening of The War of the American Revolution, . . ." including ". . . a number of historic properties, buildings, sites, and objects in Boston, Massachusetts, and the vicinity thereof, including the road and roadsites between Lexington and Concord, are intimately connected with the events that opened the war, and consequently, merit preservation and interpretation in the public interest as prime examples of the Nation's historical heritage."

Portions of the existing 1965 *Master Plan* are no longer valid, and new management directions are needed to respond to regional growth and changes in the environment surrounding the park. This final *General Management Plan* outlines basic management strategies that will ensure the protection of the park's significant cultural resources, provide better opportunities for visitor understanding of the events of the first day of the Revolutionary War – April 19, 1775, evoke the 1775 cultural landscape, and provide facilities needed for visitors to appreciate the park's unique resources.

The park comprises the following three sections:

- The Battle Road Unit, which follows the route of the 1775 Battle Road for about 5 miles from Revolutionary Ridge and Meriam's Corner in Concord to Fiske Hill in Lexington
- The North Bridge Unit, the area around The North Bridge in Concord
- The Wayside Unit, also located in Concord, includes the home of Nathaniel Hawthorne and other prominent 19th- and 20th-century literary figures

Following the November 1 close of the comment period for the May 1988 *Draft General Management Plan/Environmental Assessment/Land Protection Plan*, comments received were recorded, analyzed, and modifications made to that document. This final plan presents those modifications for each of the park's units.

BATTLE ROAD UNIT

The *General Management Plan* presents a management strategy that will result in the partial reestablishment of the 1775 environment within the unit to provide an appreciation and interpretation of the physical conditions that existed on April 19, 1775. It proposes restoring portions of The Battle Road to their approximate historic, unpaved surface, preserving the historic buildings, and restoring the general 18th-century landscape character in selected areas. The visitor experience will emphasize walking the restored sections of The Battle Road and the adjacent trail system.

Improved interpretation will help visitors visualize the events of April 19, 1775, by focusing on the start of the running battle; the most intense fighting; the 1775 socioeconomic environment; well-known events and historic resources; the restored portions of The Battle Road and the historic setting; and the context of events prior to the battle and following it.

The "Land Protection" section describes the land protection strategies to protect lands within and adjacent to Minute Man National Historical Park for their current or potential ability to affect (1) the primary historic resources the park was created to protect, (2) the historic scene, which adds depth and understanding to the interpretation of those resources, and (3) visitor safety, through public and private rights-of-way across park lands.

NORTH BRIDGE UNIT

Extant structures and landscape features have undergone many changes since 1775, and the site has assumed a commemorative character of significance in itself. The area retains little of its 1775 appearance; rather, it possesses a number of monuments and other features that create an atmosphere of commemoration, including (1) The 1836 Battle Monument, (2) The North Bridge, (3) The Minute Man Statue, (4) The British Soldiers' Grave, and (5) several memorial plantings. The plan seeks to preserve the commemorative character of the unit.

The plan provides for maximizing the quality of a visit to the North Bridge Unit. It addresses the problems of inadequate visitor parking during periods of peak visitation, unsafe access to park resources (Muster Field and The North Bridge), and poor site circulation for pedestrians and vehicles. Park facilities will be redesigned, and certain visitor functions will be curtailed to shorten a visitor's length of stay in the unit.

THE WAYSIDE UNIT

The plan makes no change in the management and operation of the park's Wayside Unit, but calls for additional restoration work and implementation of existing historic furnishings and historic grounds plans for the site.

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INTRODUCTION

Minute Man National Historical Park was established in 1959 to "consolidate, preserve, selectively restore and interpret portions of the Lexington-Concord Battle Road, as well as associated structures, properties and sites so that the visitor may better appreciate and understand the beginning of the American Revolution as a significant chapter in the American Historical Heritage." (House Document 57, 78th Congress, January 27, 1959)

The park lies within the towns of Concord, Lincoln, and Lexington. The 750-acre park is comprised of the following three sections: The Battle Road Unit, where the running battle which opened the American Revolution began; the North Bridge Unit, site of the "shot heard 'round the world"; and the Wayside Unit, which includes the home of three prominent 19th-century literary families.

PURPOSE AND NEED FOR THE PLAN

The original *Master Plan* for Minute Man National Historical Park was approved in 1965. At that time it was assumed that State Route 2A would be relocated, thereby removing traffic from the alignment of the historic route. Following this construction, the National Park Service was to take over administration of The Battle Road. Public controversy over the bypass alignment, however, caused the state to delay construction of the new road. Because many of the master plan's proposals were contingent on federal ownership of The Battle Road, only some of them have been implemented.

Since the 1960s the park has experienced increasing regional development pressures, increasing commuter traffic on area roads and highways, and uncertainty regarding when or if Route 2A would be relocated. Consequently, a new planning effort was initiated to reexamine long-term goals for the park and to explore development and management actions that will enhance visitor enjoyment and safety and resource protection.

Portions of the 1965 *Master Plan* are no longer valid, and new management directions are needed to respond to regional growth and changes in the environment surrounding the park. This final *General Management Plan* outlines basic management strategies that will ensure the protection of the park's significant cultural resources, provide better opportunities for visitor understanding of the events of April 19, 1775, the first day of the American Revolutionary War, and provide facilities needed for visitors to appreciate the park's unique resources. The plan will provide the necessary strategies to guide management, use, and development of the park for the next 10 to 15 years. Details for individual sites will be developed at subsequent stages of planning and design, and actions will be undertaken as funds, detailed plans and studies, legislation, and necessary coordination with the towns and other agencies permit.

Encroaching development on all sides of the Battle Road corridor has limited options for preserving the 18th-century character of Minute Man National Historical Park. Recognized by the Massachusetts Historical Commission a decade ago as a major problem, development pressures on "rural fringe areas" continue unabated. An evaluation of park lands is needed to determine if additional lands are necessary to achieve the park mission, if acquisition of additional lands is desirable, or if any lands currently within the park are surplus to park purposes. The "Land Protection" section of this document analyzes these concerns.

THE PLANNING PROCESS

An informational paper, "Battle Road - Memorial or Arterial?", published and distributed in 1983, effectively initiated the planning process. An early component of the general management planning effort occurred in 1984 when the Department of Landscape Architecture of Harvard University's Graduate School of Design undertook a third-year graduate student project to generate a data base and investigate three different proposals for the park, which ranged from partial to complete restoration of The Battle Road corridor. Their study was published in a 1985 booklet entitled "Alternative Futures for Minute Man National Historical Park."

Since the beginning of the National Park Service's general management planning effort, public input has been sought in several ways (also see "Consultation and Coordination" section). A newsletter entitled "The Correspondent" has been issued periodically to update the public on planning progress, to solicit comments and attendance at meetings, to provide summaries of public meetings, and to make other announcements. In the summer of 1985, public meetings were held to identify issues that the plan would resolve. Public meetings, as well as a series of meetings with special interest groups, state and local government representatives, and interested individuals, were held to discuss preliminary plan alternatives in 1986, 1987, and in January 1988. Workbooks distributed in conjunction with the meetings have been returned with many written comments. Additionally, the park staff has established a planning exhibit room at the North Bridge Visitor Center and has collected written and verbal comments from visitors. The May 1988 issue of "The Correspondent" announced the distribution of the draft plan for public review until August 1.

The *Draft General Management Plan/Environmental Assessment/Land Protection Plan* (May 1988) presented the National Park Service's former proposal as well as alternatives for addressing park problems and future development. The NPS planning process requires the evaluation of impacts of several alternative actions. Factors that were assessed included the effects of all the alternatives on cultural and natural resources, visitors, park administration and operations, and local and regional transportation.

Two open houses and several topic-oriented meetings were held. Also, in response to general public and local official requests, the public comment period was extended to November 1, 1988, and NPS planners met with local boards, committees, and neighborhood groups. A newsletter was sent to clarify some common questions.

During the extended public review period in 1988, park managers and planners attended over 30 meetings. Following the close of the five-month public comment period for the draft plan, comments were reviewed. Follow-up meetings were held in January and February 1989 to clarify comments received. A *Record of Public Involvement* documenting the planning process and public input was prepared. A *Record of Decision* directing plan modifications was formulated and made publicly available in July 1989. The modifications made as a result of the public comment period are presented in this final *General Management Plan.*

DESCRIPTION OF THE PARK AND EXISTING CONDITIONS

REGIONAL SETTING

LOCATION

Minute Man National Historical Park is located approximately 16 miles west-northwest of Boston, Massachusetts (see Vicinity map). The region surrounding the park has grown and developed from a semirural area to a high-tech suburban one and is experiencing all the pressures of such growth. The dirt road followed by the British soldiers has evolved into a modern highway, one of many in a complicated network within Boston and its suburbs.

High density, rapid growth, and a booming economy have pushed residential, commercial, and industrial development closer and closer to the park. This development has brought with it increased traffic, noise, and density that interfere with the congressional purpose of the park and impair the visitors' experience of park resources. Visitors are often unsure when they are entering or leaving the park. Traffic patterns, land use, and inadequate signing all contribute to safety hazards, visitor confusion, and disorientation.

DEVELOPMENT CHARACTER

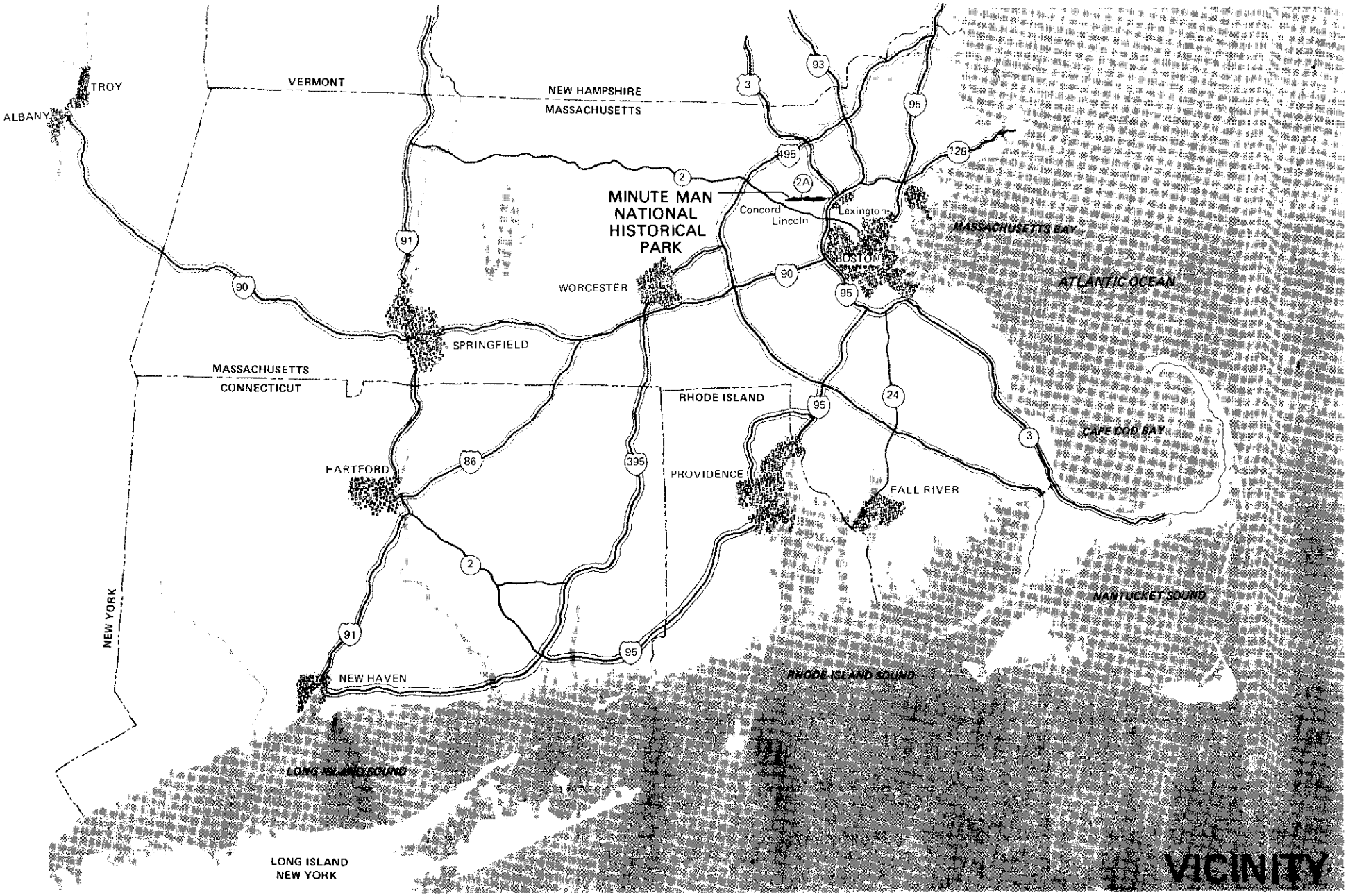
The park is within the towns of Concord, Lincoln, and Lexington, each of which has distinct needs, concerns, and character. Collectively, however, the park and towns include some of the region's most significant historic and open space resources. Decisions made by the park affect these and other neighboring towns; similarly, land use decisions made by the towns affect Minute Man National Historical Park.

Residential development patterns in the area are mainly low density suburban with a preponderance of single-family homes that create 20th-century intrusions (traffic, noise, and visual impacts). Office, commercial, and light industrial development also occur near the park, and impacts of these land uses are much greater and more difficult to mitigate.

Hanscom Air Force Base, directly north of the park, generates much traffic along Route 2A, and base housing is visible to visitors at several locations in the park. Recent construction has created additional visual impact on the park and may lead to increased slope erosion.

Adjacent to the Air Force Base is Laurence G. Hanscom Field, a public airport owned and operated by the Massachusetts Port Authority (MASSPORT). While the airport is not directly visible from the park, increasing airplane noise and air and ground traffic generated by the airport have negative impacts on the park. Hanscom Field is the second busiest airport in New England.

Parcels of publicly owned land adjacent to the park boundary include a regional vocational-technical school, a sanitary landfill and transfer station, and several parcels of conservation land. In addition, private development includes several office parks, a hotel/restaurant complex, and expanding residential construction. High voltage power lines cross the park at the Bluff west of Fiske Hill on a strip of land owned by Boston Edison.



VICINITY

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ACCESS AND TRAFFIC PATTERNS

State Routes 2 and 2A provide major east-west traffic corridors between the circumferential routes around the west side of the Boston metropolitan area. Traffic has increased dramatically on these radial corridors because of new development and employment growth along the beltway in the northwest quadrant of the area. Increasing commuter use of these routes has produced congestion and safety problems on these routes and on town roads near the park as well as in the town centers. According to the Metropolitan Area Planning Council, there is nearly a 4 percent increase in Boston metropolitan traffic annually.

Until the early 1980s, Route 2A continued westward into Concord Center on Lexington Road. Today, however, it follows an alignment southwest on Bypass Road in Lincoln to Route 2. Lexington Road, west of Bypass Road, is now under the jurisdiction of the Town of Concord.

Interstate 95/State Highway 128 (1-95/Route 128) brings traffic from the north and south to Route 2A which directly serves the east end of the park. Route 2A carries east-west traffic through a major portion of the Battle Road Unit of the park and follows nearly 4 miles of the Battle Road. The North Bridge Unit of the park can be reached by continuing west from Route 2A on Lexington Road into Concord Center and then north on Monument Street or Lowell Road to Liberty Street.

Route 2 parallels 2A to the south and is a major east-west highway from Boston to the west. Westbound traffic on Route 2 can access the Battle Road Unit to the north from several town roads or continue westward on Cambridge Turnpike (town road) to Concord Center. The state is currently upgrading Route 2, but it will not result in significant capacity increases of the roadway.

ROUTE 2A TRAFFIC CONDITIONS

Route 2A (The Battle Road) is a state-owned and state-maintained highway classified as a minor suburban arterial in the state highway system. The roadway is 24 to 26 feet wide with two travel lanes without shoulders. The steady stream of traffic, numerous intersections, and limited lines-of-sight along 2A make travel hazardous, especially for park visitors. There are no bikeways or significant pedestrian trails along the road corridor to accommodate safe, nonmotorized circulation. For instance, 20,000 cars per day travel on the section of Route 2A at the east end of the park (Marrett Road).

Traffic controls on roads approaching Route 2A consist mainly of stop signs and yield signs. In addition, flashing beacons are provided at the intersections of Route 2A with Hanscom Drive and Lexington Road. Through the efforts of the Town of Lexington, the intersection of Route 2A and New Massachusetts Avenue will be signalized and channelized for left-turn movement from 2A in the future. At Hanscom Drive a left-turn lane is provided on eastbound Route 2A.

Traffic on Route 2A through the park is particularly congested during the morning and evening peak hours on weekdays and remains heavy during most of the day. New office space at the east end of the Battle Road Unit, office and residential development north of Virginia Road, and anticipated development at the civilian and military airports has and will generate additional traffic on Route 2A. Traffic delays result from the inability of Route 2A to accommodate the high volume of traffic and the conflicts between turning and through-movements at the major road intersections. Park visitors now experience frustration

when attempting to pull over and stop at points of interest along The Battle Road because of heavy traffic and inadequate roadside space. Such efforts are difficult and dangerous.

Appendix B contains traffic data on Route 2A currently available from regional transportation planning agencies.

Specific concerns for the park presented by Route 2A include the following:

Sections of the route are handling more traffic than designed to handle.

Everywhere in the park traffic noise is a constant intrusion to visitors.

Overhead utility lines along and crossing all the public roads are a visual intrusion on the historic scene.

Traffic and associated regulatory lights and signs on all public roads, particularly Route 2A, are a visual intrusion everywhere in the park.

Modern day public roads mask the historic road.

Visitor facilities are too near the heavily traveled Route 2A.

The U.S. Air Force's and MASSPORT's Hanscom facilities, the regional school, and private office developments present visual intrusions at several locations.

Section 4(f) of the Department of Transportation Act mandates that the Secretary of Transportation make a determination as to whether or not any project that requires the use of land from a public park, recreation area, or wildlife and waterfowl refuge can be accomplished in a manner for which there is no prudent and feasible alternative and that all measures to minimize harm have been undertaken. The widening of Route 2A on Minute Man National Historical Park land would be subject to the provisions of section 4(f).

PARKING

There are five designated parking areas in the park – Fiske Hill (22 car spaces), Battle Road Visitor Center (32 car/12 bus spaces), The Wayside (28 car spaces), The North Bridge (58 car/4 bus spaces), and North Bridge Visitor Center (44 car/4 bus spaces). In addition, there is a turnout at the Paul Revere Capture Wayside and a small parking area near the Ebenezer Fiske House foundation. Parking space is also available at some of the historic structures. Parking is not available at Meriam's Corner or at the Bloody Angles.

Parking is very congested at the heavily visited North Bridge Unit. Spaces are provided at the town-owned lot on Monument Street and at the North Bridge Visitor Center lot. Weather permitting, overflow parking is accommodated on NPS land south of The Old Manse. This lot accommodates a maximum of 65 cars, and is used 50-60 days per year, especially on weekends in peak visitor season. Visitors who park at the Monument Street lot must cross the road to reach The North Bridge – an inconvenient and unsafe situation.

SIGNIFICANCE OF THE PARK

No bit of ground in all the world, save only the field Runnymede, where King John signed the Magna Carta in 1215, holds equal place in the mind and imagination of free peoples.

Thomas Boylston Adams

BATTLE ROAD AND NORTH BRIDGE UNITS

The Battle Road and North Bridge units of Minute Man National Historical Park encompass portions of the road along which the American War for Independence began on April 19, 1775. The fighting on that day signaled the end of a long political struggle between the British government and the American colonies and the beginning of eight years of military conflict. The Americans began that day as free, loyal subjects of the crown defending traditional British rights that included resistance against unlawful acts of parliament and the self-determination of their affairs through a responsive, representative government. By the end of that day, they had demonstrated that they were willing to die, if necessary, to ensure preservation of their rights.

Earlier, in response to the Boston Tea Party on December 16, 1773, King George III and his ministers had pushed through parliament a series of measures collectively known in the colonies as the "Intolerable" or "Coercive" acts which, among other things, closed the port of Boston, placed Massachusetts under the military rule of Maj. Gen. Sir Thomas Gage, and generally infringed on what the colonies believed to be their rights and interests.

Acutely aware of Gage's force in Boston, the provincial congress of Massachusetts urged the officers in each town to enlist a quarter of their militia in minuteman organizations and to begin stockpiling ammunition and other military stores. A major depot for these stores was established at Concord, some 18 miles northwest of Boston.

On the evening of April 18, 1775, Gage, who had learned of the military stores at Concord, sent a detachment of 700 light infantry and grenadiers under command of Lt. Col. Francis Smith to destroy the stores. Detecting the plan, the Americans sent alarm riders including Paul Revere and William Dawes, to spread the alarm throughout the countryside. At sunrise on April 19 the British detachment found part of the Lexington militia assembled on the town common. A shot was fired, its origin unknown, and without any clear orders the British regulars fired a volley and charged with bayonets. The militia quickly dispersed, leaving eight dead and ten wounded.

The British column marched on toward Concord after only a slight delay. The Concord minutemen and militia, greatly outnumbered, withdrew as the British arrived. As the British deployed to occupy the town and search for military stores, the Americans crossed The North Bridge and retired to a hill nearby (see Troop Movement map). Shortly after the Americans passed, 200 of the British force crossed the bridge to search for military stores at Barrett's farm, 1-1/2 miles away, and left about 90 soldiers to secure the bridge.

Finding some stores in the town center, the British proceeded to burn them. The smoke from that fire was visible to the Americans and caused them to believe that the British had set fire to the town. By this time, other companies had joined Concord's and they had moved to the Muster Field, overlooking the bridge. Soon their ranks had grown to about 400 men. Colonel James Barrett led the militia and minutemen down the hill toward the bridge to protect their town. The British guarding the bridge withdrew across it and

attempted to remove the planking. As the American column advanced, the British fired a few shots into the river and, when the Americans continued to advance, fired a volley that left two dead and several more wounded. For the first time the Americans were ordered to return the fire, killing two British soldiers and wounding many others, and causing the British to break ranks and flee to the town center.

The Americans paused when they saw that the town was safe, and the British who had searched Barrett's farm rejoined their compatriots in the town center without difficulty. The British commander regrouped his men and they began the return march to Boston. Meanwhile, the Americans were joined by more militia and minuteman companies and began to move parallel to the British. At Meriam's Corner, east of Concord center, the British rear guard and the Americans exchanged shots, beginning a running fight that continued all the way back to Lexington.

The British troops were demoralized and nearly out of ammunition by the time they reached Lexington. They were saved from being forced to surrender by the arrival of 1,000 reinforcements with two cannon. The reinforcements held the Americans at bay and provided the British with an opportunity to rest briefly and regroup. Once the British resumed their march, the Americans, further reinforced by additional militia and minuteman companies, closed in and continued to harass the British until they reached Bunker Hill and the protection of the guns of the British fleet in the harbor.

When the fighting had stopped, the British force of about 1,700 men had suffered 273 casualties either killed, wounded, or missing. The American casualties were 95 killed and wounded, out of an estimated 3,700 men who engaged the British column. By nightfall, the Americans had laid siege to Boston by closing all its land approaches.

The American determination to fight and die if necessary for their rights, homes, and community showed a firm resolve to resist any British attempt to impose will by armed force. The fighting also convinced the Americans that an armed citizenry could defeat a professional British army.

The events of April 19, 1775, also had immediate significance for the larger colonial cause. The bloodshed was an irrefutable argument for the creation of a provincial army responsive to the Continental Congress. It solidified the Massachusetts colony's support of armed resistance, and shortly thereafter the citizens of other colonies were forced to choose between the American cause or the crown's protection. The running fight devastated any hopes many colonists had for a reconciliation with Great Britain, shattered the illusion that American militiamen would never stand up to British regulars, and ended the British pretense of governing Massachusetts. Some eight years later, the American colonies would become an independent, sovereign nation.

WAYSIDE UNIT

The Wayside, a national historic landmark in its own right, emphasizes a secondary park theme: the Concord literary tradition. The home of Samuel Whitney, Concord muster master on April 19, 1775, The Wayside was also the first Concord residence of Bronson Alcott and his family, including his daughter Louisa May Alcott, in the mid-19th century. They sold the house to Nathaniel Hawthorne, who lived in it with his wife and three children.

Daniel Lothrop, a respected publisher of children's literature, purchased the house from Hawthorne's daughter and son-in-law. Lothrop acquired the well-known home, substantially expanded since Whitney's days, as a summer home for himself and his bride, Harriett M. Lothrop, a renowned children's author. Writing under the pen name Margaret Sidney, she had already begun to write the "Five Little Peppers" series, and she continued writing it, as well as numerous other books, short stories, poems, and articles. Her patriotic fervor moved her to found the Children of the American Revolution, paralleling the structure of the Daughters of the American Revolution, in 1895.

The Lothrop family remained in The Wayside for more than 80 years. In 1965 daughter Margaret Lothrop, herself a published author, sold the house to the federal government. Now restored to its appearance at the time of Harriett Lothrop's death in 1924, The Wayside is interpreted as the home of all of its former literary occupants.

CULTURAL RESOURCES

Although the park contains many cultural resources from the time of the battle, most of them have been significantly altered. Perhaps the most significant, The Battle Road, has been incorporated into the present Route 2A/Lexington Road alignment, although a few isolated segments of the road are no longer paved. The Nelson Road section has recently been restored by the National Park Service to its approximate historical appearance. Most other historic roads within the park have been paved for modern use.

Along The Battle Road are a number of sites of particular interest. East of Concord Center, at the intersection where Old Bedford Road joins The Battle Road (Meriam's Corner), the John Meriam House and Barn gave cover to the patriots, allowing them to get close to the British column as it crossed the narrow bridge there. The shots exchanged between the colonists and the British rear guard opened the running battle on the road to Boston. Farther east, at Hardy's Hill, the militia from Sudbury and towns to the south joined the fighting and subjected the British to fire from both flanks. The road made two sharp turns east of Hardy's Hill, which provided ambush points for the Woburn militia and others. In the murderous crossfire, eight British soldiers and several minute men including the captain of the Bedford Company were killed – the area has come to be called the Bloody Angles.

Just east of the Battle Road Visitor Center is a small rocky hill, the Bluff, along The Battle Road, which presented a significant obstacle to the British while it was held by the colonials. The column appeared trapped until Major Pitcairn sent a detachment to occupy the high ground while the column moved past and reformed.

Fiske Hill and the area around the house of Ebenezer Fiske was the scene of intense, close-quarter fighting, as British flankers tried to flush out the concealed ambushers. Although the national historical park ends here, the fighting continued on through Lexington, Menotomy (present-day Arlington), and Cambridge until the British reached Bunker Hill.

The National Park Service manages 12 historic buildings that were standing at the time of the battle. Two of these have been restored: (1) the Ephraim Hartwell Tavern – originally opened in 1754 – provided travelers with bed and board and was also a popular gathering place for local people; and (2) the William Smith House, which was the home of the captain of the Lincoln minutemen. Of the remaining 10 battle era buildings, The Wayside and Wayside Barn have been restored to their appearance in 1924 when Harriett Lothrop died, and the others appear as they did at the time they were acquired by the federal government.

Nine historic buildings built between 1776 and 1900 are also managed by the park. Several of these structures, however, only postdate the battle less than 50 years and could be preserved to supplement the colonial character of the area. In addition, the Buttrick Mansion and outbuildings, built in 1911, currently serve as the park's administrative headquarters and North Bridge Visitor Center.

Table 1 provides a list of all historic buildings in the park along with information on their dates of construction, architectural integrity, and present uses.

Table 1: Historic Buildings

Buildings Standing In 1775

Building	Date of Construction	Architectural Integrity	Present Use	Ownership
Jacob Whittemore House	Prior to 1745	Extensively altered in rear	Residence	NPS
William Smith House	1693; restored by NPS in 1985	Restored	Interpretive site	NPS
Ephraim Hartwell Tavern	1732; restored by NPS in 1983	Restored	Interpretive site	NPS
Job Brooks House	ca. 1760	Extensively altered	Storage	NPS
Samuel Brooks House	1733	Extensively altered	Residence	NPS
Olive Stow House	1760	Moderately altered	Residence	NPS*
Farwell Jones House	Prior to 1775	Extensively altered	Residence	NPS*
John Meriam House	ca. 1680	Extensively altered in rear	Residence	NPS*
Wayside Barn	18th century	Extensively altered	Visitor information	NPS
The Wayside	1716-17	Extensively altered	Interpretive site	NPS
Elisha Jones House	Early 18th century	Extensively remodeled and rebuilt	Residence	NPS
The Old Manse	1770	Moderately altered	Interpretive site	Private (Trustees of Reservations)
John Buttrick House	1715	Extensively altered	Residence/offices	NPS

Buildings Built after 1775

Building	Date of Construction	Architectural Integrity	Present Use	Ownership
Hargrove Barn	19th century	Completely rebuilt in 1939; moved in 1978	Storage	NPS
Battle Road Visitor Center	1975	Excellent	Visitor information	NPS
John Nelson House	1810	Excellent	Residence	NPS*
John Nelson Barn	1810	Substantially enlarged	Storage	NPS*
Samuel Hartwell House Foundation Shelter	1986	Excellent	Interpretive site	NPS
McHugh Barn	1820 foundation	Completely rebuilt in 1939	Visitor information/storage	NPS
Joshua Brooks House	1781	Moderately altered	Residence	NPS
Noah Brooks Tavern	1810	Moderately altered	Residence/storage	NPS
Rogers Barn	1938	Excellent	Maintenance facility	NPS
George Minot House	1865	Extensively altered	Residence	NPS*
East Quarter Schoolhouse	1854	Minimally altered	Residence	NPS
Burke House	ca. 1920	Minimally altered	Residence	NPS*
Daniel Taylor House	ca. 1810	Moderately altered	Residence	NPS
Buttrick Mansion (North Bridge Visitor Center)	1911	Moderately altered on interior	Visitor information/offices	NPS
Buttrick Caretaker's House	1911	Excellent	Residence	NPS
Buttrick Carriage House	1911	Squash court extensively altered	Storage	NPS

*Reservation of use and occupancy maintained by the former owners under use and occupancy agreements.

All of the park's 19th-century buildings have been identified. Most modern (post-1920) structures purchased by the federal government have been removed except those maintained by the former owners under use and occupancy agreements.

Two major historic sites within the park boundary are not owned by the federal government. First, the immediate area of The North Bridge, including the bridge itself, the Minute Man Statue, and the lane approaching the bridge along with adjacent parking facilities, are owned by the Town of Concord and are maintained by the National Park Service through a cooperative agreement. Second, The Old Manse, which was standing at the time of the battle, is owned, administered, and maintained by The Trustees of Reservations, a private, nonprofit organization.

Another site of note within the Battle Road Unit is a wayside pullout that commemorates the site of Paul Revere's capture. Local artisan Paul Revere, Dr. Samuel Prescott, and William Dawes were confronted by a British patrol as they rode through the early morning darkness on April 19 to warn Concord of the approaching British column. Revere was captured and Dawes was forced back to Lexington, but Prescott escaped to carry word of the British march to Concord.

Archeological remains have been identified at 19 sites known to have been occupied at the time of the battle. In addition, there are approximately 25 miles of stone walls, which often mark historic boundaries. The park contains a number of other known prehistoric and historic archeological sites, and it is anticipated that additional historic and prehistoric sites will be identified once the extensive archeological survey currently underway is completed. While the primary focus of the survey is to identify historic resources, principally revolutionary-era building sites and farmsteads, it also contains a component that will identify prehistoric resources within park boundaries in agreement with the Massachusetts Historical Commission's management needs for eastern Massachusetts. Appendix C lists all known archeological resources in the park.

Historically, the landscape consisted of home lots, fields, meadows, and pastures interspersed with orchards, woodlands, and an occasional marshy area. While these same elements can be found in the park today, they do not represent the historic configuration. For example, what were once mostly open agricultural lands are now primarily wooded areas since the decline of agricultural use following World War II. To date, only minimal landscape re-creation has been undertaken at the park. Currently, certain fields are kept open by area farmers as pasture or croplands through leases issued by the park.

In 1983 the National Park Service commissioned Dr. Joyce L. Malcolm to research the battle era appearance of the landscape now included within the park's boundaries. In 1985 the Minute Man National Historical Park archeological project was initiated with the following goals: to describe and explain the physical appearance of 18th-century farmsteads, particularly the home lot, through interdisciplinary research, and to locate portions of the historic Battle Road. The results of these efforts provide important data and will be useful to park management when historic landscape re-creation and interpretation are undertaken.

The park's museum collection includes historical, archival, and architectural materials and a sizable archeological collection. Most of the historical collection is on exhibit at The Wayside; selected items are included in exhibits at the two visitor centers. Small portions of the archeological collection are also exhibited, but most of it is stored for reference and research, as are the archival and architectural collections. Detailed information regarding the park's museum collection is included in appendix C.

The entire park is included on the National Register of Historic Places. National Register forms have not been completed to document the significance of the park's resources. Completion of these forms remains a high priority for the National Park Service and will be initiated once all the necessary historical and archeological information is available. Three areas, either partially or wholly within the park boundary – the Concord Historic District, The Old Manse, and The Wayside – are listed individually on the National Register.

Because Minute Man National Historical Park is included on the National Register of Historic Places, actions affecting it, such as adoption and implementation of the plan, are subject to comment by the Advisory Council on Historic Preservation and the Massachusetts State Historic Preservation Officer. Pursuant to regulations promulgated by the council (36 CFR 800), the National Park Service, the Advisory Council, and the National Conference of State Historic Preservation Officers have executed a programmatic memorandum of agreement for the NPS planning process. In accordance with the provisions of that agreement, staffs of the council and the Massachusetts Historical Commission have participated in the development of this document through reviews of draft plans.

Along with NPS policies, guidelines, and standards as amended in 1981, the 1979 programmatic memorandum of agreement requires the National Park Service to take into account state historic preservation plans as it develops planning documents for its park sites. *Cultural Resources in Massachusetts: A Model for Management* (Massachusetts Historical Commission 1979) establishes a broad framework for the preservation, interpretation, and management of the state's resources. The *General Management Plan* for Minute Man National Historical Park addresses many of the concerns expressed in that 1979 report. The research on which the plan is based addresses the five management needs for eastern Massachusetts articulated in the state plan. In addition, many of the study units listed in the 1979 plan and the local surveys for Lexington, Lincoln, and Concord have already been incorporated into the interpretive programs of the park.

The role of early highways and the development of taverns, for example, are presented at the Hartwell Tavern. The topic of architecture from the colonial period to the early years of the 20th century is reflected in the number of structures (rehabilitated and adaptively used) that are located throughout the park. The National Park Service is proposing to reuse with minimal restoration all 18th- and 19th-century buildings in the park, as well as the 1911 Buttrick home overlooking the North Bridge Unit. These varied elements of the plan collectively meet the basic goals of the state's plan for historic preservation programs. It integrates the consideration of the physical remains of the past into current management and planning decisions, advocates the importance of preserving both representative and outstanding properties, and demonstrates "the importance of a better understanding of the past through the study of remaining cultural resources." (See page 2 of the *Cultural Resources in Massachusetts: A Model for Management.*)

NATURAL RESOURCES

TOPOGRAPHY

The park is characterized by flat plains and low-rolling hills composed of unconsolidated glacial deposits that overlie a complex geology of metamorphic and igneous bedrock, and it lies within the Seaboard Lowland Section of the New England physiographic province. The rounded hills, such as Revolutionary Ridge in Concord, are composed of glacial till, although the hills in the eastern end of the park have a bedrock core. Elevations vary from 120 feet above sea level along the Concord River in the Town of Concord to 307 feet at the summit of Fiske Hill in the Town of Lexington.

WATER

The park lies along watershed boundaries of the Concord River flowing north, the Shawsheen River flowing northeast, and the Charles River flowing east. The Concord River flows through the North Bridge Unit of the park. The Concord is a slow-moving river with a wide floodplain and extensive contiguous wetlands that provide food and cover for a variety of wildlife associated with riparian vegetation. Flooding occurs along the river, but it is not a serious threat to park resources other than minor erosion along the banks. Mill Brook rises in areas south of Lexington Road, crosses The Battle Road at the Meriam's Corner area, and flows into the Concord River above The North Bridge. Elm Brook flows across the Battle Road Unit, agricultural and residential lands of Hanscom Field, then on into the Shawsheen River. The waters of the Shawsheen, Concord, and Charles rivers are taken for domestic uses downstream. Lands south of the park at the east end lie within the watershed for the City of Cambridge reservoirs; therefore, contaminated runoff from Routes 2, 2A, and 128 is of environmental concern. Any park development that could have an impact on the Cambridge watershed must be carefully evaluated.

To the extent possible, no development will be done in the floodplain of the Concord River or its tributaries. Any development determined to be in the 100- and 500-year floodplains will comply with "Floodplain Management Guidelines for Implementing Executive Order 11988" (Water Resources Council, *Federal Register*, February 10, 1978) – see Floodplains map.

Maps prepared by the U.S. Fish and Wildlife Service were consulted to determine the effects of proposed development on designated wetlands in and adjacent to the park. Several wetland areas, including Folly Pond, have been identified on the USFWS National Wetland Inventory (see Wetlands map). The Massachusetts Department of Environmental Quality Engineering and the conservation commissions of the towns will be notified to help determine effects on wetlands in the adjacent communities and establish conditions upon which site plans may proceed prior to any development.

VEGETATION

Vegetation studies indicate that forests reoccupied the land soon after the glaciers withdrew between 10,000 and 12,000 years ago. Dominant species included oak-chestnut-hickory associations, as well as pine, maple, elm, walnut, white birch, hemlock, and locust. At the time of European contact, the area was covered by mature deciduous hardwood forests with some open river meadows and lowland areas maintained by the Algonquin Indians. There is evidence that about 1635 a major storm occurred that destroyed a substantial acreage

of mature forest. These open areas attracted the early settlers looking for suitable agricultural land. The forested lands were cleared, and by the early 1800s only 10 percent of the forest remained.

The Vegetative Cover map compares the cover in 1775 to that of the present. There has been a gradual closing in of old field areas, and today, most of the park is second-growth forest with oak, maple, birch, beech, ash, eastern white pine, and brush at successional stage. Open fields, formerly used for agriculture, are slowly returning to forest.

Grasses, including the native bluegrasses and the introduced timothy, redtop, and orchard grass, are also a significant cover type. Weeds and poison ivy cover those areas recently cultivated or otherwise disturbed.

WILDLIFE

The wildlife populations of the park area reflect the changes in vegetation patterns. The extensive forested areas provided habitat for few wildlife species because the closed canopy of the mature forest restrict growth of understory food plants. However, the agricultural expansion of the 1700s and 1800s opened the forest and created more diverse land use patterns suitable for deer, moose, foxes, raccoons, skunks, minks, squirrels, woodchucks, rabbits, muskrats, and other rodents. Birds included woodcocks, ruffed grouse, hawks, songbirds, herons, gulls, and a variety of waterfowl.

As farming expanded to its greatest extent in the early 19th century, the open land with lack of cover reduced wildlife habitat, and as a result, reduced wildlife species diversity and numbers. During the early 1900s, when many fields were abandoned and allowed to grow into brush and woodlands, wildlife populations increased.

Small animals in the park include raccoons, skunks, squirrels, woodchucks, muskrats, and other common species. On occasion, white-tailed deer may be seen. Numerous species of small birds are seen in the grass, brush, and woodland vegetation in the park. Several species of ducks use the wetland areas along the Concord River, especially during spring and fall migration periods. Canada geese may also be seen along the river during these times. A variety of freshwater fish, including catfish and perch, are in the Concord River. Likewise, a variety of amphibians, reptiles, and insects can be found in the park. There are no significant wildlife problems in the park.

ENDANGERED AND THREATENED SPECIES

The Fish and Wildlife Service has indicated by letter dated October 2, 1986, that except for occasional transient animals, no federally listed or proposed threatened or endangered plants or animals are known to exist in or adjacent to the park. The Massachusetts Natural Heritage Program (communication dated December 9, 1987) lists 70 species of vertebrates and 21 species of invertebrates as endangered, threatened, or of special concern. The state agency did not indicate the existing location or extent of range of these animal species. Areas within the park will be surveyed for the presence of state-listed species prior to any development.

VISITOR USE AND DEVELOPMENT

Visitation to Minute Man National Historical Park has been reported at approximately 1 million visits per year over the last 10 years. Peak visitation occurs in July and August and again in October because of the fall color. April, May, June, and September are also busy months, but visitation drops significantly from November through February.

According to the park's current "Statement for Interpretation," 42 percent of the park's visitors are from the general New England region, 32 percent are from other areas of the country, and 21 percent are from the local area. There is also a significant number (5 percent) of visitors from foreign countries. From initial parking monitoring efforts, most visitors (67 percent) spend between one and two hours in the park, 20 percent spend between two and three hours, and approximately 5 percent spend less than one hour.

The North Bridge Unit is by far the most heavily visited site. In 1988 when the total park visitation was approximately 1,001,990 visits, visitation to the North Bridge area was estimated at 620,000 visits. During the same period, visitation at the Battle Road Visitor Center and Fiske Hill parking areas was recorded at 154,000 and 191,000 visits, respectively. Visits to The Wayside totaled about 5,440. No data are available to determine how many visitors go to more than one site in the park. Appendix D provides visitor use data on annual and monthly park visitation.

The park has two visitor centers – one at The North Bridge Unit and one at Route 2A near the east end of the Battle Road Unit. The North Bridge Visitor Center is in the Buttrick Mansion. The ground floor houses visitor services, orientation, and exhibits; the remainder of the building is used for park headquarters. The Battle Road Visitor Center, one of the few new facilities added to the park by the National Park Service, offers exhibits and audiovisual presentations. A third orientation facility is located in the Wayside Barn, which houses an audiovisual presentation and serves as a staging area for tours of the house. Only the North Bridge Visitor Center is open year-round.

In addition to the staffed visitor centers, visitors receive interpretation by way of scheduled talks at The North Bridge, tours of The Wayside, and walks along The Battle Road between the Ephraim Hartwell Tavern and the William Smith House. As in most parks, school groups are common during the spring and fall, and the park staff offer historical and environmental programs for them. The National Park Service is currently preparing a number of new outdoor wayside exhibits to provide park orientation and site-specific interpretation of The Battle Road and The North Bridge units. Indoor exhibits at the two visitor centers are also being redesigned. Publications relevant to park themes are sold by the Eastern National Park and Monument Association at both visitor centers and the Wayside Barn contact station.

The present vehicular visitor carrying capacity at the park was determined by calculating the estimated peak number of visitors who would be in the park at one time if all existing parking areas and pulloff areas were occupied (see appendix D). An estimated 1,700 visitors could be accommodated in the present automobile and bus parking spaces. This volume of visitors would, however, be taxing on certain park resources and present level interpretive staffing.

THE PLAN

INTRODUCTION

This *General Management Plan* will provide direction for management as well as ensure that the historical events and ideals that Minute Man National Historical Park commemorates are properly conveyed to the American public. It will help define a park identity long missing, thereby providing management with the means to accommodate changing needs while providing the public a clearly recognizable national park area. By approximating the cultural environment that existed in 1775 and protecting its associated historic resources, the National Park Service will assist visitors in understanding the social and political thoughts and events that led colonial Americans to overcome tyranny, culminating in the birth of American independence. The park will thus convey a sense of words and deeds that directed the movement against unjust conditions in pre-Revolutionary War America. The events commemorated new horizons in democratic experimentation and citizen responsibility that continue today, and serve as an inspiration to people throughout the world striving for freedom.

Minute Man National Historical Park was established by Congress in Public Law 86-321 on September 21, 1959, "to preserve for the benefit of the American people certain historic structures and properties of outstanding national significance associated with the opening of The War of the American Revolution, . . ." including ". . . a number of historic properties, buildings, sites, and objects in Boston, Massachusetts, and the vicinity thereof, including the road and roadsites between Lexington and Concord, are intimately connected with the events that opened the war, and consequently, merit preservation and interpretation in the public interest as prime examples of the Nation's historical heritage."

Based on this congressional intent, NPS "Management Policies," review by local and state officials, and substantial public input, this *General Management Plan* proposes a park that emphasizes the area's 1775 character. The park would, wherever possible, restore the cultural landscape to 1775 and provide visitors with an opportunity to walk on trails along The Battle Road and through the surrounding fields. They would be better able to appreciate the events that led to the Revolutionary War and, specifically, the context in which the battle of April 19, 1775, occurred. Although an exact re-creation of the 1775 scene is no longer feasible, it will be possible to represent and interpret the characteristics of this period through the actions described in the plan.

The plan proposes to separate the visitors' experience of the park from modern development, particularly traffic, which currently disrupts their enjoyment and understanding of the park; to preserve historic buildings; to remove or screen modern visual intrusions; and to improve the signs and exhibits for visitor information and orientation.

The key to understanding this plan is that Minute Man National Historical Park is comprised of three parts or units: The Battle Road, The Wayside, and The North Bridge. The Battle Road and North Bridge units present the events related to the beginning of the American Revolutionary War, while the Wayside Unit focuses on the unique literary history of Concord. This plan deals primarily with the actions in the Battle Road and North Bridge units required to meet the intent of PL 86-321.

MANAGEMENT GOALS AND OBJECTIVES

The management goals and objectives for Minute Man National Historical Park are as follows:

- Protect all cultural resources associated with the park, including the historic Battle Road, historic structures, historic landscape setting, and archeological resources.

- Reduce adverse effects of increasing traffic on The Battle Road, the historic scene, and the visitor experience, through coordinated planning efforts with the state, towns, and regional traffic management groups.

- Protect, rehabilitate, and selectively preserve 18th- and 19th-century buildings for interpretation, visitor use, and adaptive use for park purposes.

- Protect and restore the historic scene of April 19, 1775, or the landscape and associated cultural resources in selected areas. Develop a landscape management plan to establish priorities for restoration, screening of modern intrusions, and agricultural leasing, and address long-term maintenance requirements.

- Continue research on archeology, historic structures, and historic agricultural practices as well as landscape management techniques to develop information needed to protect the resources and to promote the understanding and appreciation of the environment and events of April 19, 1775.

- Provide for use and enjoyment of the park and for improved interpretation of resources by developing interpretive facilities and visitor services compatible with the park's historic and natural resources.

- Focus interpretive efforts and development on locations within the park where important tactical events occurred, including (1) The North Bridge, (2) the routes of the Americans, and (3) important sites along The Battle Road, while recognizing that the battle took place along the entire 16-mile length of The Battle Road.

- Interpret resources that contribute to an understanding of the events of April 19, 1775, and an appreciation for the social, economic, and political environment at that time, including aspects of 18th-century agriculture, structures, and the social environment along The Battle Road.

- Restore portions of the historic alignment of The Battle Road, including a small segment at Meriam's Corner and some larger segments between the Bloody Angles and Fiske Hill.

- Consolidate the historic scene and preserve resources by rehabilitation and maintenance of structures and land, by reduction of rights-of-way across The Battle Road, by burial or relocation of utilities, by acquisition of key portions of the historic scene, and by restoration of sections of The Battle Road where feasible.

- Provide for the separation of pedestrian and vehicular use, where possible, and create additional visitor use opportunities. Develop an interconnected pedestrian trail system the full length of the Battle Road unit for improvement of visitor safety and access to areas of historical interest. Develop the continuous trail in stages, beginning with sections where opportunity permits.

- Improve access to park resources. Provide for improved circulation at The North Bridge parking areas and additional parking at the Battle Road Unit in response to visitor needs and to offer a variety of options to experience historic resources. Improve directional signs and wayside exhibits for visitor orientation and information.

- Protect the scene of the fighting on April 19, 1775, by acquiring properties recommended for acquisition in the "Land Protection" section of the plan through an opportunity-purchase basis, subject to the availability of funds; that is, when owners offer the property and funds are available. No residences will be acquired through "eminent domain."

- Continue cooperative efforts with Concord, Lincoln, and Lexington; regional planning groups; and local and national organizations toward preserving and interpreting historic events and resources, including planning efforts affecting the three park units.

- Preserve The Wayside and interpret the lives of the authors who lived there as well as the mid-19th-century literary scene in Concord.

THE BATTLE ROAD UNIT

The Battle Road is a long road, leading even to the present day: and beyond. Its first five miles are more worth preserving than any other five miles of country road in the United States.

Thomas Boylston Adams

OVERALL CONCEPT

The Battle Road is the primary cultural resource at Minute Man National Historical Park. Called the Concord Road in the 18th century, it linked Concord, the first inland settlement in Massachusetts, with Cambridge, Boston, and the sea. Also important is the network of other roads that joined it, since minute and militia companies from outlying towns entered the action at these points along the route. While the stone walls, landscape features, and historic buildings help to improve the understanding of the scene of the April 19, 1775, fighting, the road itself will always remain the central element.

The *General Management Plan* presents a management strategy that restores portions of The Battle Road to its approximate historic unpaved surface, preserves the historic buildings, restores the historic landscape character, and improves the interpretive potential of the park. It also emphasizes protection of the historic setting, and a cooperative agenda for traffic management. It is not the intent of this plan to increase visitation to the Battle Road Unit but to provide adequate opportunities for access and interpretation.

The visitor experience will emphasize walking the restored sections of The Battle Road and the adjacent trail system. Improved interpretation will help visitors visualize the events of April 19, 1775, by focusing on the start of the running battle, the area of most intense fighting, the 1775 socioeconomic environment, well-known events and historic resources, restored portions of The Battle Road and the historic setting, and the context of events prior to and following the battle.

UNITWIDE

Selective restoration of the 18th-century environment will provide a flavor of the physical conditions on April 19, 1775, without requiring the detailed replication of the entire landscape. To complement the *General Management Plan*, the National Park Service will develop a plan to guide landscape management, including selective clearing and restoring representative orchards, gardens, tilled fields, meadows, pasture, stone walls, and woodlands. Vegetative screening of visual intrusions and relocating utilities underground will also be addressed.

The remaining historic open fields will continue to be maintained by leasing them whenever possible for haying or pasture, or, barring that, through a program of controlled burning. As it becomes possible to do so, intrusions such as signs, utility poles, houses, and other modern structures will be removed.

An approximation of the historic landscape character will be directed towards creating visitor understanding of the 1775 environment and will include, where practicable, restoration of the basic land use and cover conditions present at the time of the battle. This includes open fields, orchards, and natural woodlands (see Landscape Management map). Specific

crops, trees, or ecological units will as a general rule not be restored because specific information of that level of detail is missing for many areas of the park, and overly restrictive requirements will reduce the potential for historic leasing and greatly increase maintenance costs.

The restoration of the historical character will require adjustments in the landscape management plan, especially at the park boundaries where it will be necessary to screen modern intrusions. The amount of screening actually required will depend on the type of land use adjacent to or visible from the park. Some park lands in the Battle Road Unit are adjacent to town conservation lands, and unless specific views interfere with the historical character, no vegetative screening should be undertaken. Likewise, low density residential development typically will require a moderate amount of screening, while high density residential and commercial development will require heavy screening. Plant materials for this purpose will include coniferous as well as deciduous trees to provide year-round screening.

The preservation treatments and adaptive uses of historic structures and archeological resources are shown in table 2. While the exteriors of some structures key to the interpretive story will be completely restored, most will be rehabilitated for adaptive uses. The degree of restoration will be subject to available information. All work on historic structures will be preceded by the requisite historical, architectural, engineering, and archeological studies in accordance with NPS management, policies, and guidelines.

Ongoing parkwide archeological survey work as rehabilitation and development work proceeds will continue to locate, protect, and identify cultural resources in the park. Where possible, it will also precisely locate The Battle Road in those areas of the park where its historic alignment and configuration have not yet been determined. In addition, past documentary and archeological research will be synthesized and supplemented as necessary to ensure that adequate data are available to guide restoration and rehabilitation treatments proposed for historic structures, which are absolutely essential for interpretation of the historic scene. If adequate information is not available for restoration or rehabilitation of extant structures, alternative treatments will be determined. Unfortunately, it will not be possible to fully restore all structures present in 1775 because many period structures have been dramatically modified over the past 200 years, and none of the associated facilities (barns, outbuildings, wells, privies, or gardens) have survived, although archeological evidence might still exist.

All pre-1920 structures will be retained. Because a number of 18th-century structures have been lost, the 19th-century buildings will help restore a sense of balance between structures and open fields that was present at the time of the battle. Approximately 15 modern (post-1920) structures will be removed after they come under NPS administration and when funds are available. It may be in the best interest of the federal government to allow for residential and agricultural use of certain lands within the boundaries of the park because funds to maintain or remove existing structures are currently limited.

Table 2: Treatments for Cultural Resources – Battle Road Unit

Resource (Structures)	Date of Construction	Present Use	Treatment	Future Use
Jacob Whittemore House	Prior to 1774	Residence	Restore exterior to 1775 appearance	Interpret
John Nelson House and Barn	1810	Residence	Restore exterior to 19th century; adapt interior for modern purposes	Residence
William Smith House	Post-1693; restored by NPS 1985	Park interpreted site	Preserve	Interpret
Ephraim Hartwell Tavern	Earliest structure built 1732; restored by NPS 1983	Park interpreted site	Maintain 1775 element; differentiate post-1775 elements	Interpret
McHugh Barn	Foundation, 1820; structure, 1939	Park administration	Preserve	Interpretive support unit
Joshua Brooks House	1781	Residence	Restore exterior to 1775 for interpretation; adapt interior for modern purposes	Residence
Job Brooks House	ca. 1760	Storage	Restore exterior to 1775 for interpretation; adapt interior for modern purposes	Interpret
Samuel Brooks House	1733	Residence	Restore exterior to 1775 for interpretation; adapt interior for modern purposes	Residence
Noah Brooks Tavern and Rogers Barn	1810	Residence/administration	Restore exterior to 1810	Administration/ residence
Olive Stow House	1760	Residence	Restore exterior to 1775 for interpretation; adapt interior for modern purposes	Residence
Farwell Jones House	Pre-1775	Residence	Restore exterior to 1775 for interpretation; adapt interior for modern purposes	Residence
George Minot House	1865	Residence	Restore exterior and adapt interior for modern purposes	Residence
East Quarter Schoolhouse	1854	Residence	Restore exterior and adapt interior	Visitor contact station
John Meriam House	ca. 1680	Residence	Restore exterior for interpretation; adapt interior for modern use	Administration
Daniel Taylor House	ca. 1810	Residence	Preserve	Residence

Table 2 (cont.)

Resource (Structures)	Date of Construction	Present Use	Treatment	Future Use
Archeological Resources				
The Battle Road			Locate	Interpret
Ebenezer Fiske Site			Protect	Interpret
David Fiske Site			Excavate for data	Interpret
Jonas Bateman Site			Locate	Interpret
Tabitha Nelson Site			Locate	Interpret
Thomas Nelson, Jr. Site			Protect	Interpret
Josiah Nelson Site			Protect	Interpret
Sites 22 and 23			Excavate for data	Interpret
Jacob Foster Site			Locate	Interpret
Ebenezer Lameson Site			Locate	Interpret
Joseph Mason Site			Protect	Interpret
Schoolhouse A			Locate	Interpret
Prehistoric Site #19-MD-119			Protect	Resource data base
Deacon Joshua Brooks Tannery and Slaughterhouse Site			Protect	Interpret
Alfred Brooks Site			Locate	Interpret
Thomas Brooks Site			Locate	Interpret
Abel Brooks Site			Locate	Interpret
Eliphelet Fox Site			Protect	Interpret
George Minot Site			Protect	Interpret
Prehistoric Site #19-MD-89			Protect	Resource data base
Blacksmith Shop B			Locate	Interpret
Prehistoric Site #19-MD-487			Protect	Resource data base
Prehistoric Site #19-MD-88			Protect	Resource data base
Bull Tavern			Locate	Interpret
Joshua Brooks Site			Locate	Interpret

Current collection storage facilities are inadequate both environmentally and in size. A collections management plan will be undertaken to determine what site or sites would be appropriate to house the historic collections.

The National Park Service will continue to work with state, regional, and local offices to decrease the flow of traffic on Route 2A through improvements to other road corridors. The Park Service will seek improved traffic management for visitor safety and to lessen intrusions on interpretation. While the Park Service will cooperate with state and local agencies and groups for study of traffic issues, it will oppose the widening of Route 2A or Lexington Road beyond present rights-of-way, if proposed, and will support alternatives that would remove traffic from The Battle Road. Recommendations would be made so that when widening of Route 2A and other significant proposals are suggested in the future due to critical traffic congestion, alternatives that best meet needs for resource protection and interpretive opportunities are considered.

Directional signing to and throughout the park will be improved, especially in the Fiske Hill area where westbound visitors first encounter the park. This action will better enable visitors to experience park resources and activities. The park staff is working with the Concord Historical Collaborative to develop a coordinated, consistent approach to the use and design of directional signing. This effort will be expanded to include the other towns and the state.

A wayside exhibit plan has been developed by the National Park Service and calls for 20 exhibits along The Battle Road that will provide orientation and interpretation of the area. In addition, orientation and interpretive media are being developed for use at the visitor centers. The park and Harpers Ferry Center staff are currently preparing an interpretive prospectus for the park that will define new interpretive signs, films, exhibits, etc.

Hiking and biking trails will be established to parallel the Battle Road. As opportunities arise, these trails may link to regional hiking and biking trail networks. The National Park Service will also continue to coordinate ongoing efforts with other agencies concerned with developing areawide or regionwide recreational or greenbelt systems, including bicycle paths and the Bay Circuit greenbelt. Cooperative interpretive programs will be explored with the Town of Lexington and other towns along The Battle Road from Concord to Boston.

Parking lots added to primary resource areas will be carefully sited behind stone walls or vegetation in previously developed areas.

Staffing level increases are necessary to fulfill existing needs for park interpretation and maintenance, as well as to provide for planned actions. A staffing plan will be prepared to address these management needs.

Fiske Hill through Nelson Road

The National Park Service will work with the Town of Lexington to coordinate visitor access, interpretation, signs, and information about the events of April 19, 1775, between the park and Lexington attractions.

Development in this heavily impacted area will be screened, including commercial and institutional facilities, houses, Air Force Base Gate 2, and the Boston Edison Company substation and power lines, to remove modern features from view of park visitors, as feasible.

The National Park Service will work with the Town of Lexington to find options to solve visitor, local, and commuter traffic conflicts on Old Massachusetts Avenue to allow for achievement of the goal of eventual closure. This could include occasional and/or partial closure until such time as full closure is possible. The Battle Road traces, known as the 1907 Old Massachusetts Avenue layout, would be acquired from the state, or a cooperative agreement concerning interpretation of the historic events that occurred on them would be developed.

The National Park Service will work with the Town of Lexington and Hayward Pond Neighborhood Association to locate an alternative access to the neighborhood that allows for closure of Bonair Avenue and a segment of Fairview Avenue.

The National Park Service will establish a program with the U.S. Air Force for limited closure of Gate 2 during noncommuter hours to allow for regular interpretive walks that cross Airport Road. The redesign of the entrance to the visitor center parking lot to improve safety and access to the park and Gate 2, as well as remove the modern road closely paralleling The Battle Road, will be studied in the event that the goal of complete closure of Airport Road cannot be achieved.

The National Park Service will work with the Air Force, the state, and local residents to eliminate the need for Airport Road and support an alternate connection from Route 128 to Hanscom Field that could allow for this. Continued access to residences on Airport Road would be necessary until such time as the two properties on the south side could be acquired on an opportunity-purchase basis when funds are available, and when an alternate access can be provided to the two properties on the north side of the road through a continued cooperative effort with these property owners. The National Park Service will also work with the state to acquire the excess right-of-way land near the Bluff, including the unused portion of Marrett Street.

The small wayside pull off for the Ebenezer Fiske House site will be retained and upgraded. This pull off is to facilitate reading of an interpretive plaque that describes the fighting of April 19, 1775, as it carried over into Boston.

The National Park Service will cooperate with the Air Force on land protection measures, including the transfer of two small parcels of land near base housing with two adjacent NPS tracts; will seek donation of the portion of Patterson Road adjacent to The Battle Road and the Thomas Nelson, Sr. house site; and will continue efforts to stabilize the eroded slope north of the Paul Revere Capture plaque.

The National Park Service will support and work for realignment of the dangerous intersection at the Bluff to the south to consolidate and protect park resources, improve interpretation, and seek minimization of effects on wetlands. The Fiske Hill parking will be relocated to the visitor center parking lot if safety in walking between these two areas can be ensured. These actions will build on currently planned Marrett Street-Massachusetts Avenue intersection traffic safety improvements.

The National Park Service will work with state and local entities to improve visitor safety and consolidate resources between the Capture site and Nelson Road area and at the Bluff. The Park Service will also work with the Town of Lincoln to relocate the transfer station road, discontinuing access across park land when contractual agreements expire.

The Jacob Whittemore House and site will be maintained and interpreted; the Marrett Street portion of The Battle Road will be restored and the events of April 19, 1775, will be

interpreted; modern intrusions will be screened; and selective restoration of the 1775 landscape, including the Whittemore House and the Bluff area, will be undertaken.

The exterior of the John Nelson House and Barn will be restored and the interior will be rehabilitated for administrative purposes.

The existing Battle Road Visitor Center will be retained.

Area resources and restored segments of The Battle Road will be connected by a trail, which will link to the continuous trail system.

Important 1775 sites will be interpreted, including the approximate location of the Josiah and Thomas Nelson home sites, Whittemore "blacksmith" shop, Bull Tavern, Ebenezer Fiske House foundation and British soldier burial sites, and the Bluff, Fiske Hill, and Minute Man boulder.

Nelson Road to Virginia Road

An interpretive loop trail linking resources on the Old Bedford Road (Lincoln) and Virginia Road portions of The Battle Road with east and west segments of the unit's trail system will be developed.

Traffic and visual impacts of Hanscom Drive and other modern development between Virginia Road and the Paul Revere capture marker will be reduced; vegetative screening will be installed, and limited landscape restoration will be undertaken.

The approximate location of the capture of Paul Revere will be interpreted.

Virginia Road through Old Bedford Road

A small wayside pull off will be provided at the Bloody Angles for viewing of an interpretive plaque and the landscape where the heaviest fighting within the park occurred.

In order to preserve the historic scene, three excess state-owned lots will be acquired when available for donation, and one residential property will be acquired should the owner wish to sell and funds are available. The access to two residences south of Route 2A will be acquired when an alternate access can be provided.

The 1775 structures along Virginia Road will be maintained and interpreted, including the restored Ephraim Hartwell Tavern, Samuel Hartwell House foundation, and the William Smith House. Archeological sites such as the Mason site will be interpreted. The McHugh Barn will be preserved to provide for additional interpretive support space.

A centralized parking lot for 20 cars and 2 buses will be established in a previously developed area on Bedford Lane to provide parking for visitors to the Bloody Angles area resources. The National Park Service will work to close Old Bedford and Virginia roads to through-traffic, restore The Battle Road when residential access is no longer needed, and provide access to this area by way of Bedford Lane (with expansion potential for possible future demand).

Selected areas will be restored to the 1775 landscape appearance of the Bloody Angles scene. This will include restoration of The Battle Road from Old Bedford Road through Virginia Road, delineation of pastures and orchards, and reconstruction of stone walls.

Old Bedford Road to Shadyside Lane

A cooperative agreement will be developed with MASSPORT to restrict development in the Bedford Levels area to preserve the historic scene and to allow for provision of a trail.

A small, unpaved parking lot for 5-10 cars and a wayside exhibit will be provided on the north side of Route 2A to allow for interpretation of the following Hardy's Hill area features: Hardy's Hill, Brooks Road, the restored exteriors of the Job, Samuel, and Joshua Brooks' residences and Noah Brooks' Tavern, Brooks' Tannery site at Elm Brook, and a view of the lowland area crossed by the militia.

The National Park Service supports the relocation of the Brooks Road intersection, which would allow for improved interpretation of the location where militia from communities to the south joined in the fighting, and would also improve safety for local residents and possibly deter through-traffic.

The arrival of militia companies from the south at Hardy's Hill will be interpreted, and selective landscape restoration will be undertaken.

Shadyside Lane through Meriam's Corner

Modern houses north of Lexington Road will be screened with vegetation to protect the scene where 18th-century Americans traveled. Should owners wish to sell and funds are available, the acquisition of several undeveloped properties and nine properties with houses on Shadyside Lane and Manuel Drive should be undertaken. These houses are within the historic scene, and the long-term goal is to consolidate resources and protect the historic scene.

The exterior of the Farwell Jones and Olive Stow residences will be restored to their 1775 appearance. Cottage industries and farming will be interpreted in addition to the fighting to inform visitors of the socioeconomic conditions at the time of the battle. The exterior of the 19th-century George Minot House will be restored and the site interpreted. The interior of these houses will be used for administrative purposes. A small, unpaved parking lot will be provided adjacent to one of these residences for long-term use to alleviate pressure on the centralized Meriam's Corner lot.

Due to the incompatible use and need for park improvement, the lease for the only commercial property remaining in the park will not be renewed upon expiration.

A centralized parking lot for 20 cars and 2 buses will be established and screened in a previously developed area, the Willow Pond Restaurant site, for access to Meriam's Corner (with expansion potential for possible future demand).

A wayside pull off for three cars will be installed on the south side of Lexington Road for interpretation of Meriam's Corner.

A trail will be provided on the north to interpret the Americans' route across the fields from the fighting at Meriam's Corner to the Bloody Angles where the most intensive fighting

occurred within the park. (It would need to cross Lexington Road in areas where reserved occupancies do not permit right-of-way across land or where lands significant to the crossing of the Americans have not been acquired.)

Stone walls will be rebuilt at the intersection of Old Bedford and Lexington roads to improve visitor safety when experiencing Meriam's Corner.

A segment of The Battle Road in front of the Meriam House (believed to be in the front yard) will be located and restored when the site becomes accessible. In addition, a crossing of Mill Brook will be provided at the historic location to improve interpretation of the beginning of the running battle, which continued from this area all the way to Boston.

The exterior of the John Meriam House and surrounding landscape on NPS property will be restored for interpretation. The exterior of the East Quarter Schoolhouse will be restored for orientation and interpretive purposes.

THE NORTH BRIDGE UNIT

The North Bridge Unit is a site of such major importance to the April 19, 1775, story that the National Park Service must provide the opportunity for all visitors to view it. The National Park Service will manage the length of visitor stay to reduce overcrowding, rather than deny access because parking may not be available. This approach will include shortening the duration and intervals between interpretive programs for visitors to more efficiently use available parking. Special interpretive programs at The North Bridge and the North Bridge Visitor Center will be reduced or eliminated.

Extant structures and landscape features have undergone many changes since 1775, and the site has assumed a commemorative character of significance in itself. The plan calls for retention of this commemorative character. The area retains little of its 1775 appearance; rather, it possesses a number of monuments and other features that create an atmosphere of commemoration, including (1) the 1836 Battle Monument, (2) The North Bridge, the Minute Man Statue, British soldiers' grave, and several memorial plantings.

Orientation and directional signs will be improved in coordination with the Concord Historical Collaborative. New interpretive wayside plaques will be installed as called for in the *Wayside Exhibit Plan.*

The parking count study begun in 1988 to obtain required data on parking lot use and duration of stay will be continued (based on the results of the study, maximize use of existing parking lots by minor reconfigurations). Additional staff parking at the maintenance facility will be provided (paved lot capacity to be 20 spaces). The unpaved overflow parking lot in Sargent Field south of The Old Manse will be retained, and an analysis of reseeding and nonvisible turf stabilizers to correct rutting and loss of grass cover will be undertaken.

Monitoring vehicle speed on Monument and Liberty streets near parking lots by the Town of Concord Police will be encouraged to reduce public safety problems. Management/design options to reduce hazards will be analyzed.

Buses will be directed (in cooperation with the state and town) between the Monument Street parking area and the visitor center by way of Lowell Road due to the new load limit placed by the state on the Flint Bridge. Because of this change, bus circulation in parking lots will be examined.

The Muster Field and the John Buttrick House will be integrated into the interpretive story through special group tours and events occurring during nonpeak hours. Groups will be accompanied to ensure safety in crossing Liberty Street. A trail linking these resources will be developed.

A walking trail will be developed in cooperation with the town and historic groups to link the town center with the North Bridge Unit to further encourage pedestrian access.

A landing for canoes will be provided 50 to 150 feet upriver from The North Bridge for viewing the bridge while not interrupting the interpretive experience. Vegetation on the riverbank adjacent to the bridge will be restored where erosion is evident, and landing here by canoeists will be discouraged.

The National Park Service will continue to cooperate with the Town of Concord on joint management of The North Bridge resources, and will continue to work with the Trustees of Reservations to coordinate activities with The Old Manse.

In addition, the National Park Service will continue to work with other organizations in the area, such as the Concord Historical Collaborative, to encourage the development of off-site parking, alternative transportation systems, and the development of walking and hiking trails to reduce the number of cars coming to The North Bridge.

The acquisition of land or property will not be required. The National Park Service will rely on the town's historic district zoning to achieve park resource protection.

Table 3 indicates the proposed treatments for cultural resources in the North Bridge Unit.

Table 3: Treatments for Cultural Resources – North Bridge Unit

Resource (Structures)	Date of Construction	Present Use	Treatment	Future Use
Elisha Jones House and Barn	Early 18th century	Residence	Preservation	Residence
John Buttrick House	1715	Residence and school programs	Preservation	Administration/ residence
Buttrick Mansion	1911	Administration/ visitor center	Preservation	Visitor center/ administration
Buttrick Carriage House	1911	Storage	Preservation	Storage/ administration
Buttrick Caretaker's House	1911	Residence	Preservation	Residence
Archeological Resources				
John Flint Site			Locate	Interpret
Muster Field			Protect	Interpret
Prehistoric Site #19-MD-91			Protect	Resource data base
Ephraim Buttrick Site			Protect	Interpret
Willard Buttrick Site			Locate	Interpret
Prehistoric Site #19-MD-90			Protect	Resource data base
David Brown Site			Protect	Interpret
Roads west of The North Bridge			Locate	Interpret

THE WAYSIDE UNIT

The Wayside, an 18th-century structure that was enlarged substantially in later years, has been the home of three families of authors – Louisa May and her father Bronson Alcott, Nathaniel Hawthorne, and Harriet M. Lothrop, who wrote under the pen name Margaret Sidney. The Wayside plays an important role in the story of Concord's 19th-century literary achievements, and has been restored to its appearance at the time of the death of Harriet M. Lothrop. Five other historic houses related to the literary story in Concord are maintained and interpreted by private historical organizations.

Although restored in the early 1970s, The Wayside has subsequently undergone some structural deterioration. Also, water damage and excessive wear to elements of the historic fabric are evident, and the structure has inadequate mechanical systems. Specific concerns include instability of the central chimney stack, deteriorated plaster in the ceiling, deteriorated finishes on the woodwork, unsafe electrical wiring, and the absence of year-round humidity controls.

The Wayside and Wayside Barn will undergo complete restoration, including assessment and repair of structural problems, preservation of historic fabric, and improvement of the environmental control systems. The park will also implement recommendations contained in the *Historic Furnishings Report* (NPS 1983) and the *Historic Grounds Report* (1970).

DEVELOPMENT COST ESTIMATES
(In 1990 Dollars)

DEVELOPMENT ITEMS	Gross Construction Costs	Advance and Project Planning	Total Costs
BATTLE ROAD UNIT			
Landscape Treatment			
o Historic scene/landscape restoration, including the following:			
Undertake selective clearing	$ 295,000	$ 56,000	$ 351,000
Provide representative orchard and gardens	288,000	55,000	343,000
Restore tilled fields, meadows, and pasture	288,000	55,000	343,000
Restore and/or maintain representative stone walls and fences	778,000	149,000	927,000
o Provide vegetative screening of modern development	36,000	7,000	43,000
1 Implement erosion control measures at USAF/park boundary	10,000	2,000	12,000
o Selectively relocate and/or place utilities underground	1,848,000	352,000	2,200,000
o Remove modern structures (park operating funds)			NA
o Restore portions of 1775 Battle Road, including the following:			
Meriam's Corner with Mill Brook crossing	73,000	13,000	86,000
Bloody Angle (Old Bedford Road) - Virginia Road	432,000	83,000	515,000
Marrett Street and "traces" at Fiske Hill	432,000	83,000	515,000
1 Remove pavement, screen development, and revegetate the portion of Patterson Road off Nelson Road	6,000	1,000	7,000
2 Remove pavement from Old Massachusetts Avenue and Airport Road and revegetate	134,000	25,000	159,000
2 Remove pavement from Fiske Hill parking lot and revegetate	15,000	3,000	18,000
Subtotal	**$ 4,635,000**	**$ 884,000**	**$ 5,519,000**
Interpretive Trail System			
o Construct trail from Meriam's Corner to Fiske Hill (3.5 miles)	$ 252,000	$ 48,000	$ 300,000
o Construct loop trails linking area resources			
Meriam's Corner - Hardy's Hill area loop (2 miles)	92,000	23,000	115,000
Virginia Road - Old Bedford Road area loop(s) (2 miles)	92,000	23,000	115,000
Revere Capture Site - Fiske Hill area loop(s) (1 mile)	46,000	12,000	58,000
Subtotal	**$ 482,000**	**$ 106,000**	**$ 588,000**

NOTE: o = ongoing or as available (priorities I and 2)
1 = 1st priority
2 = 2nd priority

	DEVELOPMENT ITEMS	Gross Construction Costs	Advance and Project Planning	Total Costs
	Resource Interpretation and Restoration			
1	Install interpretive wayside exhibits (plaques)			$ 55,000
1	Design, fabricate, and install orientation/informational signs			16,000
1	Install 3 entrance signs			3,000
2	Develop visitor orientation and interpretive support facilities for the following:			
	East Quarter Schoolhouse (restore and renovate, including restrooms)			704,000
	McHugh Barn (restore and renovate, including restrooms)			342,000
	Whittemore House and Hargrove Barn			641,000
o	Restore and renovate the following historic structures for adaptive use:			
	Farwell Jones, Olive Stow, and George Minot houses			660,000
	Daniel Taylor, Joshua Brooks, and Samuel Brooks houses			495,000
	John Meriam House			220,000
	John Nelson House and Barn			385,000
	Noah Brooks Tavern and Rogers Barn			385,000
o	Stabilize exterior of Job Brooks House			59,000
1	Improve existing and develop new exhibit and interpretive materials (installation of exhibits at Battle Road Visitor Center under HFC funding)			NA
	Subtotal			**$ 3,965,000**
	General Development			
o	Parking and Roads			
1	Construct parking lot at Meriam's Corner (20 cars & 2 buses)	$ 73,000	$ 14,000	$ 87,000
2	Construct addition to Meriam's Corner lot (20 cars & 2 buses)	73,000	14,000	87,000
1	Construct unpaved parking lot at Minot House (5-10 cars)	18,000	4,000	22,000
1	Construct unpaved parking lot at Hardy's Hill (5-10 cars)	18,000	4,000	22,000
1	Construct parking lot on Bedford Lane (20 cars & 2 buses)	73,000	14,000	87,000
2	Construct addition to Bedford Lane lot (20 cars & 2 buses)	73,000	14,000	87,000
2	Enlarge Battle Road Visitor Center lot when Fiske Hill lot removed (20 cars)	73,000	14,000	87,000
2	Realign/improve Airport Road to Battle Road Visitor Center parking lot	472,000	99,000	571,000
1	Construct wayside pull offs			
	Meriam's Corner	6,000	1,000	7,000
	Hardy's Hill	6,000	1,000	7,000
	Bloody Angles	6,000	1,000	7,000
1	Upgrade Paul Revere Capture Site and Fiske Hill pull offs	12,000	2,000	14,000
	Subtotal	**$ 903,000**	**$ 182,000**	**$ 1,085,000**

DEVELOPMENT ITEMS	Gross Construction Costs	Advance and Project Planning	Total Costs
Research and Studies			
1 Prepare collections management plan (funded FY 90)			NA
1 Prepare landscape management plan			$ 55,000
1 Excavate/stabilize archeological sites			154,000
1 Complete archeological survey (currently funded)			NA
1 Synthesize existing historic structure studies to aid historic structure restoration			28,000
1 Prepare historic structure reports			330,000
1 Prepare traffic planning and road studies			220,000
1 Visitor use survey			12,000
Subtotal			**$ 799,000**
Total – Battle Road Unit	**$ 6,020,000**	**$1,172,000**	**$11,956,000**
NORTH BRIDGE UNIT (net construction costs for trails and parking improvements)			
1 Install orientation/directional signs			$ 17,000
1 Install 3 entrance signs			3,000
1 Develop trail, including Muster Field loop (0.4 mi.)	38,000	7,000	45,000
1 Stabilize turf at unpaved overflow lot on Monument Street (50 spaces)	58,000	11,000	69,000
1 Expand staff parking at maintenance area (20 spaces)	43,000	9,000	52,000
2 Minor reconfiguration/addition to Monument Street parking capacity	14,000	3,000	17,000
1 Redesign entrance/exit at visitor center parking area	14,000	3,000	17,000
1 Erosion control and vegetation management	14,000	3,000	17,000
1 Install interpretive wayside plaques (currently funded)			NA
1 Install exhibits at visitor center (HFC funded)			NA
o Stabilize, maintain, and adaptively reuse historic buildings (E. Jones, J. Buttrick, Buttrick Mansion, Caretaker's House and Barn)			880,000
Total – North Bridge Unit	**$ 181,000**	**$ 36,000**	**$ 1,117,000**
WAYSIDE UNIT			
Complete restoration on The Wayside and Wayside Barn			$ 550,000
Implement *Historic Furnishings Report*			28,000
Implement *Historic Grounds Report*			NA
Total – Wayside Unit			**$ 578,000**
TOTAL ESTIMATED DEVELOPMENT COSTS – ALL UNITS	**$6,201,000**	**$1,208,000**	**$13,651,000**
Estimated Annual Operations and Maintenance Costs			
Battle Road Unit (staff requirements – 20.5 work years)			$ 525,000
North Bridge Unit (staff requirements – 3.0 work years)			$ 74,000
Wayside Unit (no additional O&M costs anticipated)			NA
GRAND TOTAL			**$14,250,000**

LAND PROTECTION

INTRODUCTION

The purpose of land protection planning for Minute Man National Historical Park is to identify the recommended methods of protection for historic resources and the historic scene. Land protection issues are periodically reviewed for each unit of the national park system containing nonfederal lands or for which boundary recommendations have been made. Land protection planning and land acquisition are subject to applicable legislation, congressional guidelines, executive orders, and departmental and NPS policies and guidelines. This section describes the land protection strategies to protect lands within and adjacent to Minute Man National Historical Park.

In May 1982, the Department of the Interior issued a policy statement (47 FR 19784) to guide use of the federal portion of the Land and Water Conservation Fund. The policy requires that, in carrying out its responsibility for land protection in federally administered areas, each agency using the fund will take the following steps:

> Identify what land or interests in land needs to be in federal ownership to achieve management unit purposes consistent with public objectives in the unit.
>
> Use to the maximum extent practicable, cost-effective alternatives to direct federal purchase of private lands and, when acquisition is necessary, acquire or retain only the minimum interests necessary to meet management objectives.
>
> Cooperate with landowners, other federal agencies, state and local governments, and the private sector to manage lands for public use or protect them for resource conservation.
>
> Formulate, or revise as necessary, plans for land acquisition and resource use or protection to ensure that sociocultural impacts are considered and that the most outstanding areas are adequately protected and managed.

Methods of land protection are identified that will provide for the long-term protection of significant historic resources, for interpretation and use by visitors, and allow for consolidation of park resources. The minimum interests in land are recommended to achieve these stated purposes, and priorities for acquisition of interests in land are described.

A property's inclusion in this "Land Protection" section does not constitute an offer to purchase interests in land, nor does it restrict or diminish the rights of the landowner in the use of the property. Any purchase of land or interests in land is subject to the availability of funds.

Following approval of the *General Management Plan*, revisions or updates may be made to reflect changing conditions in and around the park.

ISSUES AND OBJECTIVES

The major issues are identification of the means necessary to provide sufficient resource protection and provide for public use, and to establish priorities for protection. At Minute Man National Historical Park, the intent is to protect the historic lands and scene within the

park from the effects of residential and commercial development, and to provide the necessary lands to implement actions contained in this plan.

The plan addresses the intent of resource protection by examining historic resource protection, historic scene preservation and protection, consolidation of park lands by acquisition of driveways and roads, and other needs for the development of the park.

Historic resource protection emphasizes resources directly or peripherally involved in the April 19, 1775, action. These resources are vital to fulfilling the mandate of the park's establishing legislation; thus, the emphasis of this plan is to ensure that the historic resources of Minute Man National Historical Park are adequately protected.

The scope of the historic scene involved in the plan is not limited to the area within the 200-yard range of an 18th-century musket, but also includes some of the rear fields that the minute men used for maneuvering. Scenery on April 19, 1775, would have consisted of home lots, fields, meadows, and pastures interspersed with orchards, woodlands, and an occasional marshy area. While they do not represent the historic configuration, these same elements, in different proportions, can be found in the park today. However, the proximity of modern subdivisions and other development has narrowed the area available for appropriate representation along much of The Battle Road to lands within the park and a few undeveloped adjacent parcels. These remnants of the rural colonial landscape are integral to restoration of the early American scene and critical to implementation of the plan.

Just as the primary elements of the historic scene are integral to evocation of the colonial atmosphere, the historic setting is also important. It is visually important as a transition from the historic moment to the present day. Some of the historic scene and much of the viewshed lie outside the current national historical park, and federal purchase of interests in these lands requires congressional action to increase the legislated extent of the park. Without expanded authorization for federal investment, minor additions may be made through land exchange.

Land protection also examines rights-of-way crossing park lands. The existence of public and private rights-of-way through Minute Man National Historical Park could prevent eventual achievement of the management goals and objectives of the plan. Route 2A poses the most obvious right-of-way conflict because it covers a large portion of the historic Battle Road. Old Massachusetts Avenue, Airport Road, Virginia Road, Old Bedford Road, and Lexington Road also overlay portions of the historic trace. Side roads and private drives accessing the modern roads that travel the proposed restored sections of The Battle Road will be examined for potential rerouting or cul-de-sacing. Some private homes have no other readily available access, and an alternate access will need to be acquired or developed.

Currently, the park has an administrative boundary with an acreage ceiling of 750 acres, of which the park owns approximately 746 acres (see table 4). The National Park Service will seek authority to acquire an additional 250 acres of land to protect historic resources and to preserve open space as well as the historic setting. The National Park Service will seek to acquire these lands and interests in lands through an opportunity-purchase basis, subject to the availability of funds; that is, when owners offer the property and funds are available. No residences will be acquired through "eminent domain."

Table 4: Summary of Existing Land Protection

	Acreage
NPS scenic easements	1.46
NPS fee lands	740.71
Lands protected through cooperative agreement	4.08
Total acreage	**746.25**

CURRENT LANDOWNERSHIP AND USES

History and Current Status of Land Protection Actions

Since the establishment of Minute Man National Historical Park in 1959, the prime management goal has been to protect and, where feasible, restore the historic 1775 scene along The Battle Road and to reduce the adverse effects of surrounding development. Land protection to accomplish these goals has taken a variety of forms.

Most properties were purchased. Several tracts were donated to the national historical park from a variety of sources including the Town of Lincoln, the Lexington Historical Society, and the Minuteman Regional Vocational-Technical School District. The Department of Defense has transferred a parcel to the park.

The park holds a scenic easement adjoining five tracts it owns on the northeast side of Marrett Street, near the Battle Road Visitor Center. This easement covers the back portion of several subdivision lots.

Throughout the park, especially in the Old Bedford Road/Virginia Road section of Lincoln and along Lexington Road in Concord, a number of properties were purchased by the United States, allowing for retained use and occupancy rights for a specific term or for the life of the seller. These conditions allow the seller continued use through the duration of the contract, at the end of which time the Park Service holds the sole interest. During the contract period, these rights may be sold, rented, bequeathed, or otherwise assigned.

Land Uses Surrounding the Park

Minute Man National Historical Park is within the towns of Concord, Lincoln, and Lexington, each of which has a distinct character and a distinct set of concerns. Together they include some of the region's most significant historic and open space resources. As land management decisions within the park can affect the ambience of the neighboring towns, similarly, land use decisions made by the towns can affect the future of the park. A cooperative planning process between the park, the towns, and other major landowners, particularly Hanscom Air Force Base, Minuteman Tech, and MASSPORT is important in developing the best possible future for the park and neighboring lands and toward continuing the pattern of compatible land use.

Area land use near the park is undergoing increasing development pressure. With I-95/Route 128 nearby, access to major road arteries is excellent. Suburban office development and light industrial facilities are expanding the area employment base.

Of specific concern to NPS management has been the growth of L.G. Hanscom Field, operated by the Massachusetts Port Authority. Since the major access to the field and to Hanscom Air Force Base is along a section of The Battle Road (2A), there is increasing pressure for additional highway capacity on The Battle Road. Already the intersection of Hanscom Drive and 2A has been upgraded and widened. A project for widening 2A to three lanes with signal control at the eastern entrance to the park is also being designed.

Local governments are concerned about these roadway pressures and have organized a study effort called the Hanscom Area Traffic Study (HATS). In addition, each of the towns as well as MASSPORT and the Air Force, has been actively engaged in its own planning efforts regarding this area.

Potential changes in the land use and policies of surrounding governments will affect park visitors. These also have a bearing on the type of park that Minute Man National Historical Park will become.

Land Use Projections

Valuable land and a continuing growth trend in the suburbs west of Boston are two major factors influencing development of land west of Route 128. The three towns in which Minute Man National Historical Park is located share considerable interest in the acquisition and preservation of open space; yet, each town must cope with its own decisions concerning development.

Predictions indicate a continuing strong land market for both commercial and residential uses in the area. Thus, whatever development does occur, and its location, will be greatly affected by the zoning policies of each town.

These projections have been considered during the analysis of park land protection needs and recommended actions.

Compatible and Incompatible Land Uses

Nonfederal lands in and surrounding the park have been evaluated by parcel as to existing land use compatibility with park purposes – resource protection, visitor use, and safety. Existing land use that perpetuates the historic scene of the area, or where modern use closely resembles use during the historic period are encouraged. Minute Man National Historical Park encompasses or abuts several privately owned parcels of land that are currently used compatibly but which could be subject to future incompatible development.

Several types and degrees of incompatible land uses intrude on the historic scene of the park. Road noise is a major intrusion; the noise intensity varies from the multilane, limited access Route 128, to the two-lane, heavily used Route 2A, and to local lanes such as Mill Street and Bedford Road. Airplane noises from civilian and military flights at Hanscom Field are heard throughout the park.

There are also visual intrusions around the park. Some of these intrusions can be screened by vegetation or walls, some are sufficiently distant from the actual historic corridor that

There are also visual intrusions around the park. Some of these intrusions can be screened by vegetation or walls, some are sufficiently distant from the actual historic corridor that their influence is greatly diminished, and some may eventually be phased out or relocated. However, recognizing the park's location in the midst of a rapidly growing metropolitan area, it is impractical to imagine all incompatible neighboring land uses being altered for historical integrity, especially in the immediate future. However, to manage the surrounding landscapes for change and development impacts on the park remains a long-term objective.

The following are examples of uses compatible with the plan proposal for development of the national historical park:

continued existing residential use over the short term until owners wish to sell; over the long term, the objective would be to reduce intrusions presented by residential use on the historic scene

continued existing conservation land used for passive recreation

continued existing agricultural uses

In some instances, land currently in a compatible use will be acquired when the owner offers to sell, in order to meet long-range objectives of protecting the historic resources, restoring the historic scene, or providing visitor use. The following actions by a landowner would be considered incompatible uses in the park:

new commercial development

new residential development on previously undeveloped land

expansion of an existing commercial or residential property

conversion of a residential property to commercial use that requires exterior changes or generates traffic

construction of additional separate residences on previously developed property

subdivision or splits in ownership for any of the above uses

documented increase in damage to resources, scenery, or the historic scene

METHODS OF PROTECTION

The land protection methods considered in formulating recommendations for this plan have been analyzed for their applicability in protecting park resources and visitor use experiences.

Federal, State, and Local Land Use Regulations

Applicable federal, state, and local regulations were considered in developing protection methods. At the federal level, the park is listed on the National Register of Historic Places and thus has some protection from federal or federally assisted or permitted actions that might have an adverse impact on the historic resources. Commonwealth zoning regulations require that historic areas be considered in developing local plans.

Local governments in Massachusetts enjoy a high degree of home rule, and the three towns containing the park are largely responsible for determining present and future land uses, according to their own prerogatives. All have zoning ordinances, subdivision regulations, overlaying historic, or preservation/conservation zoning. The town plans reference historic preservation as one of the purposes of zoning. However, potentially adverse changes in land use are continuing. The majority of the changes are occurring where the greatest population growth and residential development has occurred in the past 10 years.

Table 5 shows the status of planning and land use regulations in the towns around the park.

Table 5: Local Planning and Land Use Regulations

	Comprehensive Plans	Zoning Ordinances	Subdivision Regulations
Concord	Long Range Plan October 1987	Amended 4/85	Updated 3/86
Lexington	None	Amended 5/87	Updated 9/86
Lincoln	In progress	Amended 11/86	Updated 10/82

In addition to local regulation, private, nonprofit organizations could assist the park by encouraging and accepting open space easements that would preserve historic scenes and resources next to the park.

The National Park Service does not have the desire or the financial ability to own or administratively control all of the property bordering Minute Man National Historical Park. It is, however, vitally interested in current land uses or potential land use changes in areas that border or are visible from the park units.

The National Park Service recognizes that land use changes will continue in all three local jurisdictions in which the park is located and that the viability of the region is dependent on providing the resources necessary to sustain a positive economy.

The NPS objective is to continue to work with local governments and property owners to develop land use protection strategies that will be mutually advantageous to all concerned. Land use changes that are carefully planned and defined with full regard for the resources of the park can be developed to a level of compatibility that is acceptable to both the National Park Service and the local communities. The sharing of objectives between local governments and the Park Service through continual communication can bring about the necessary level of compatibility.

Preservation of the area's heritage, represented in this plan, can only be achieved with the support and cooperation of local governments. This support can take numerous forms but is most effective through the actions of local planning commissions and the continuing enactment of land use zoning controls that recognize the unique value of the park, the national significance of the history it represents, and the role it plays in the quality of life in the area. Establishing guidelines for building heights, development density, and vegetative

screening as part of local development reviewing processes, could help preserve the traditional setting throughout the communities surrounding the park.

Acquisition

There are several types of acquisition, including purchase, donation and bargain sales, purchase and sell-back, exchange, and easement.

The purchase of property is based on appraisals to determine the fair market value. If a landowner is interested in selling and the National Park Service has indicated an interest in the property and has the funds to purchase the property, the federal government will have the property appraised. The landowner is encouraged to accompany the appraiser to point out features of the property that should be considered in making the appraisal.

The offer is based on an approved appraisal. This appraisal is a professional estimate of fair market value, which is the price that an owner could reasonably expect to receive if the property sold on the open market. The offer price will not be less than the approved appraised value.

Donations and bargain sales are methods of acquiring land or interests in land at less than full market value. Landowners may receive tax advantages by donating fee or less-than-fee interests of their land to the United States. A bargain sale is a sale of property at a price that is less than its fair market value. The result is part sale and part charitable contribution. Landowners should consult a qualified tax advisor for details. The opportunity exists to use these methods for some acquisitions proposed in this plan.

Purchase and sell-back or lease-back transactions can also be used to acquire certain specific interests from property owners. In these situations, the land is purchased; certain restrictions providing resource protection become an encumbrance on the title to the property, and the land is then sold or leased back to a private party, subject to these restrictions.

This technique seems to have limited application. It could be used instead of easements to encourage the continuation of open, undeveloped land uses. The cost of such an arrangement could also exceed that of an easement, which would accomplish the same purpose. The use of sell-back and lease-back to encourage the continuation of agricultural uses would have the added benefit of preserving a traditional land use.

An exchange involves trading private lands or interests with the United States for land or rights of equal value. Where equal value does not exist and exchange is still desired, the difference can be made up by either party to equalize the value. It is proposed that lands deleted from the park be used in exchange for lands proposed for acquisition wherever possible.

Fee simple acquisition is the acquisition of all interest in a property. Federal acquisition of land in fee title, in most instances, provides the maximum protection of land and its resources and often provides the greatest opportunity for visitor use. Fee acquisition is required in those instances where maximum protection of resource values is necessary, the area is desired for public use, or an investment of federal funds requires fee acquisition before improvement. Fee acquisition also may be appropriate where an easement would so limit use of the land that the easement price would be virtually equal to fee; an example would be a scenic easement prohibiting all construction on a piece of land suitable for intensive urban development. Fee acquisition is also appropriate for popular visitor use

areas and where resource protection cannot be ensured through use of less-than-fee measures.

An easement is a legally enforceable interest in land created by a transfer of property rights. Property ownership may be envisioned as a bundle of rights, including among others the rights to farm, to cut trees, to construct facilities, and to exclude others from the property. The number of such rights that may be included in an easement is unlimited. Easement rights can be characterized as positive (allowing a use) or negative (restricting a use). For example, the federal government could acquire a positive easement to ensure public access across a property or a negative easement to restrict the owner's right to construct a house.

To provide adequate protection, the terms and stipulations of easements must reflect the type of land involved and the specific level of protection required. Whether to purchase a property in fee or in easement depends on several factors, including resource values, immediacy of visitor use needs, and the needs of the owner.

Cooperative Agreements

These documents define administrative arrangements between two or more parties. For the park, agreements such as the one between the National Park Service and the Town of Concord regarding management and maintenance of the memorial walkway and The North Bridge could be negotiated. For instance, cooperative agreements between the National Park Service and the towns of Concord, Lexington, and Lincoln, the Commonwealth of Massachusetts, other units of government, and private parties could be made regarding coordinated interpretive efforts on traffic management, planning, or other shared goals. The terms of agreements might relate to the specific parcel or area of the park to be affected, the type of activity or level of development to be provided, any necessary restrictive provisions, and who is responsible for enforcement. Cooperative agreements are most applicable to shared planning and maintenance of facilities and services, definition of law enforcement responsibilities, and management of wildlife habitat.

Technical Assistance

Park staff can provide landowners with information about importance of the park and opportunities for development to be designed to minimize adverse impacts.

Exclusion/Deletion

In addition to identifying land requiring protection to serve the purposes of the park, the status of all land within the park, whether federally owned or not, was reviewed. The National Park Service conducted this review of landownership as part of the general management plan preparation process. Certain lands have been identified for exclusion from the park. Recommendations for exclusion are based on the lack of primary associations with the historic events that occurred in the battle, or beyond the historic scene, and lands surplus to park needs that were acquired to conform with property lines.

LAND PROTECTION PRIORITIES

This section contains the rationale for protection of lands and priority and reasons for the recommendations. Three categories of properties were identified.

Primary Historic Resource Tracts

These include land, roads, structures, archeological remains, and other cultural resources associated with the fighting on April 19, 1775, i.e., sites of engagement, roads used by the British column, and roads and land used by the Americans and the British flankers.

Tracts Required for Consolidation of Park Resources and Visitor Use

These include essential historic resources and scenes that are currently separated from the park, certain access roads that cross The Battle Road and through the historic scene, and land that may provide for relocating portions of roads identified in the plan as necessary to preserve historic resources and provide for public health and safety.

Tracts Required to Preserve the Historic Setting

These tracts ensure the continuation of open space and other compatible uses adjoining the historic area, which can be protected by less-than-fee acquisition, cooperative agreements, and reliance on local zoning, i.e., historic districts.

Tract priorities were determined and ranked accordingly as follows:

> **Priority 1** – Tracts that contain land or features that are primary historic resources, or that would provide for park development needs, or that provide access across The Battle Road.
>
> **Priority 2** – Tracts that contain land or features that are primary historic resources, or which would provide for visitor safety or park development needs, for which acquisition is complicated by need to provide alternate public and/or private access.
>
> **Priority 3** – Tracts that are important in retention of the historic scene.

Tables 6 and 7 represent land protection recommendations in light of these criteria. A general description was added for those properties that would be acquired by donation, exchange, or transfer, or for other clarification.

Table 6: Summary of Land Protection Recommendations

Present Ownership	Recommended Type of Protection	
	Fee Acquisition	Less-than-fee Acquisition
Private	117.5 acres	9.5 acres
Town or county	8.5	-
State	38.5	50.0
Other federal agency	5.0	-
Other public	10.0	-
Total	**approx. 179.5 acres**	**approx. 59.5 acres**
Overall total - 239.0 acres		

Table 7: Land Protection Priority List

Tract Number	Rationale	Priority	Acres	Owner (Description)
Acquisition - Fee				
Undeveloped Tracts				
01-Area A*	B	2	7.50	Private (right-of-way)
01-Area B	A	1	2.50	USAF (transfer)
02-102	A	1	.61	USAF (transfer)
02-125	A	1	1.50	USAF (transfer)
02-174	A	3	.11	Private
02-Area B	A	1	.93	State (exchange/donation)
01-Area C	A	1	1.10	State (donation)
03-177	A	1	.90	Private
03-Area A	A	1	3.00	State (exchange/donation)
03-Area E1	A	1	24.42	Private (w. side, Shadyside and 6 acres on e. side)
04-Area A	B	1	32.37	Private
04-Area C	A	1	24.00	Private
			Total – approx. 99.00	
Developed Tracts				
01-Area C	B	1	2.00	Private
01-Area D	B	1	4.00	Vo-Tech
02-Area A	A	1	.93	Private
03-Area E2	B	1	12.00	Private (e. side, Shadyside and 1 acre on w. side)
04-Area B	A	1	7.50	Private
			Total – approx. 26.50	
Roads, Accesses, Utilities				
01-104	A	2	3.09	Boston Edison
01-105	A	2	2.83	Boston Edison
01-108	A	1	.24	Private
01-113	A	1	3.11	County
01-115	A	1	8.60	State (donation/exchange)
01-116	A	1	.36	USAF (transfer)
01-173	A	2	24.66	State (donation/exchange)
02-104	A	1	.48	Lincoln (donation)
02-172	A	2	4.50	Lincoln (donation)
03-112	A	2	.79	Private
03-113	A	2	.33	Private
03-170			.34	Lincoln (donation)
03-180	A	1	.04	Lincoln (donation)
03-Area B	A	1	3.00	Private
04-125	A	2	.66	Private
04-127	A	2	.33	Private
			Total – approx. 54.00	

Table 7 (cont.)

Tract Number	Rationale	Priority	Acres	Owner (Description)
Easement Acquisition (private land) or Cooperative Agreement (state land)				
02-Area D	C	1	8.50	Private (donation)
03-178	C	3	.87	Private
03-Area C	B	1	24.00	MASSPORT (donation)
03-Area D	B	1	26.00	MASSPORT (donation)
			Total – approx. 59.50	
Deletion Lands (with restrictions to be retained)				
01-138			.50	NPS
01-157			4.00	NPS
02-156			.50	NPS (transfer to USAF)
02-160			.50	NPS (transfer to USAF)
03-182			4.00	NPS
			Total – approx. 9.50	
Rely on local historic district zoning – all in private ownership				
04-108			2.94	
04-110			.83	
05-101			1.37	
05-104			.92	
05-105			.70	
05-107 through 05-111			13.25	
05-Area A			6.50	
			Total – approx. 27.00	

*NOTE: This tract number no longer refers to the Hayward Pond Neighborhood. It refers to Town Assessor's Map Tract #175.

MANAGEMENT ZONING

Park lands are zoned to indicate which park operations and management functions, visitor uses, and developments are appropriate in different locations. The designation of management zones are based on the park's authorizing legislation and NPS policies. The nature of the park's resources, desired visitor experiences, and established uses were used to establish the management zones. This section describes the various zones proposed for Minute Man National Historical Park and indicates their approximate acreages (also see Management Zoning map).

HISTORIC ZONE (708 acres)

Lands in this zone are managed for preservation, protection, and interpretation of' cultural resources and their settings. Most of the national historical park lies within this zone and is further classified into four subzones.

Preservation Subzone (23 acres)

Lands and structures that are important because of their aesthetic value and their association with persons, events, or periods of history are managed for preservation and interpretation in this subzone. Included are the Wayside Unit and some of The Battle Road.

Preservation/Adaptive Use Subzone (90 acres)

In this subzone, significant historic structures, including walls and roads, may be used, with necessary modifications, for contemporary public and/or administrative functions. Uses must permit perpetuation of the culturally significant qualities of the structures. Historic buildings within the park and portions of The Battle Road overlain by Route 2A and Lexington Road are in this subzone.

Commemoration Subzone (98 acres)

Lands in this subzone are managed for interpretation of historic persons, periods, or events through resources so altered that they create a commemorative setting rather than a strictly historical one. The North Bridge Unit is in this subzone. While the North Bridge, its approach walkway, and the Minute Man Statue are under ownership of the Town of Concord, they are maintained by the National Park Service and so are included in the unit classification.

Landscape Management Subzone (497 acres)

Lands in this subzone are intensively managed to enhance aesthetic quality, facilitate interpretation, and/or promote public use and enjoyment. Classified in this subzone are open lands maintained through grazing, haying, or other agricultural use or by cyclic burning, and lands cultivated to replicate historic gardens or orchards.

PARK DEVELOPMENT ZONE (38 acres)

Areas developed to serve visitor needs and/or park management, and where development and/or intensive use substantially alter the historic or natural setting are included in this zone.

CONSULTATION AND COORDINATION

SUMMARY OF PUBLIC AND OTHER AGENCY INVOLVEMENT

The new long-range planning process, leading to development of a general management plan for Minute Man National Historical Park, began with a working paper titled "Battle Road, Memorial or Arterial?" distributed in October 1983 to town officials, citizen groups, and interested individuals. In 1984 the Harvard University Graduate School of Design began a student project to assess issues affecting the park.

In April-May 1985 the National Park Service held workshops in the towns of Concord, Lexington, Lincoln, and Cambridge to determine the planning issues including the following:

- park identity
- interpretation
- treatment of The Battle Road historic structures and landscape
- traffic
- land protection

These issues remain as primary concerns for park development and management. They were addressed in the alternatives in the *Draft General Management Plan/Environmental Assessment/Land Protection Plan* (Draft GMP/EA/LPP) distributed for public review in May 1988.

Five issues of a newsletter, "The Correspondent," were published and distributed to a mailing list that grew to include the names of more than 1,950 individuals and organizations.

Responses to questionnaires included with two issues of the newsletter indicated significant initial support for removal of traffic from The Battle Road. Costs were a concern, but the significance of the historic resources was seen to justify concerted effort towards this goal. Park visitors also supported the concept of traffic removal. Some respondents also expressed a desire for additional interpretive opportunities and better directional signing.

Meetings were held in the local communities in the spring and early summer of 1987 concerning preliminary plan proposals and alternatives. Battle Road alternatives were well supported and broadly discussed. North Bridge alternatives were received less favorably, and the National Park Service called another meeting in January 1988 to discuss problems and clarify concerns for that site.

During the planning process the National Park Service conducted information meetings or held discussions with federal, state, and local officials, including the U.S. Air Force (Hanscom AFB), U.S. Fish and Wildlife Service, Massachusetts Executive Office of Transportation and Construction, Department of Public Works, Minuteman Regional Vocational-Technical High School, and residents and officials of the towns of Concord, Lexington, and Lincoln. Historical groups also were contacted.

In an issue of "The Correspondent" dated May 19, 1988, the National Park Service announced the availability of a Draft GMP/EA/LPP for public review from May 23 through August 1, 1988. In response to public requests and requests of the selectmen of the three towns, the public comment period was later extended for an additional three months to November 1, 1988, to expand the opportunities to review and comment on the plan. Another issue of "The Correspondent" was distributed in July 1988 to announce this extension and to clarify elements of the plan that may have been confusing to readers.

More than 2,250 copies of the document were distributed to federal, state, and local government officials, agencies, interest groups, and organizations, as well as private individuals. Regional and local newspapers and radio stations were sent news releases concerning the public open house meetings and review period as well as copies of the Draft GMP/EA/LPP.

Open house meetings were held at Minute Man National Historical Park on June 23 and 25, 1988, to provide opportunities for the public to discuss or ask questions about the Draft GMP/EA/LPP with members of the park staff and planning team. More than 200 individuals attended these meetings. Their major concerns were acquisition of private properties to construct the relocated Route 2A and Lexington Road, the environmental effects and costs of the bypass Route 2A road relocation, and potential changes in traffic patterns in and adjacent to the park.

A total of 104 written comments and 6 petitions were received during the 160-day review period. Of these, 16 letters were from elected officials, federal, state, and local agencies, and from owners of commercial property. Eighty-two letters were received from private individuals.

During the public review period, NPS representatives met with individuals and organizations, including Hayward Pond Neighborhood Association, Minuteman Regional Vocational-Technical High School, Cranberry Hill Associates, adjacent landowners, and residents of the three towns.

NPS officials also attended meetings with members of the staff of Senators Kennedy and Kerry, Congressmen Markey and Atkins, Massachusetts Executive Office of Transportation and Construction, Hanscom Area Transportation Study group, Friends of The Battle Road, and news media. They also attended 17 meetings with representatives of the towns of Lexington, Lincoln, and Concord. Following the public review period, follow-up meetings were held with representatives of each community to clarify the comments received.

General public and governmental responses called for changes in the Draft GMP. These responses can be grouped into the following areas of concern: the need, cost, and effects of road relocation; land acquisition and land acquisition policies; visitor access to park resources and programs; treatment of existing park-owned lands; and overall cost of development.

Public comment was divided over the issue of road relocation – concerns about the high cost of road relocation were expressed; however, there was support for preserving the historic features of the park.

Public concern and the park's own management outlook did not favor the use of eminent domain for acquiring private homes. There was general support for the acquisition of private land at market value as it was offered for sale. There also was support for the preservation of open space and protection of critical park resources.

The lack of adequate directional signs and visitor difficulty in trying to identify park resources was a recurring theme. This reinforces the issue of park "identity" as expressed at the outset of the planning effort.

Many reviewers questioned the present limited use and development of park-owned land, much of which is restricted by private residential use within the park. The National Park Service reexamined the prospect of more intensive use of park-owned lands, dispersing and

expanding visitor use throughout the Battle Road Unit, and placing a greater emphasis on landscape management and screening.

The costs in the plan reflected a significant estimate for construction of alternate roadways. The National Park Service explored a lesser degree of development, consistent with goals of improving understanding of the park themes, providing for greater use of existing park resources, and seeking cost efficiency.

A *Record of Public Involvement* documenting the planning process and public input was completed. It summarizes meetings and written responses.

The administrative record of the NPS selection of a plan, subsequent to agency and public review of draft alternatives, was completed on July 6, 1989. This *Record of Decision*, prepared in memorandum format, was made available to the public for 45 days on July 12, 1989. It provided the management guidelines that the goals and actions prescribed by the *General Management Plan* follow.

APPENDIXES/BIBLIOGRAPHY/PLANNING TEAM

7. Minute Man National Historical Park

		Page
Establishment of park authorized	Act of September 21, 1959	219

An Act To provide for the establishment of Minute Man National Historical Park in Massachusetts, and for other purposes, approved September 21, 1959 (73 Stat. 590)

Whereas the outbreak of the War of the American Revolution was essential and prerequisite to the achievement of American independence and the creation of a Federal Government; and

Whereas the events relating to the beginning of Revolutionary hostilities on the 18th and 19th of April 1775, and associated with Paul Revere, the Minute Men, and the British are of great importance in American history; and

Whereas a number of historic properties, buildings, sites, and objects in Boston, Massachusetts, and the vicinity, thereof, including the road and roadsites between Lexington and Concord, are intimately connected with the events that opened the war, and consequently, merit preservation and interpretation in the public interest as prime examples of the Nation's historical heritage: Therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to preserve for the benefit of the American people certain historic structures and properties of outstanding national significance associated with the opening of the War of the American Revolution, Minute Man National Historical Park is hereby authorized to be established in the Commonwealth of Massachusetts.

Minute Man National Historical Park. Establishment.

The park shall comprise not more than seven hundred and fifty acres as may be designated by the Secretary of the Interior from within the area beginning at Fiske Hill and thence lying along Massachusetts Avenue, Marrett Road and Marrett Street in the town of Lexington, along Nelson Road, Virginia Road, Old Bedford Road, and North Great Road or State Route 2-A in the town of Lincoln, and along Lexington Road, Monument Street, Liberty Street and Lowell Road in the town of Concord to and including the North Bridge and properties on both sides of the Concord River in the vicinity of the North Bridge. (16 U.S.C. § 410s [Supp. II].)

SEC. 2. The Secretary of the Interior is authorized to acquire by donation or with donated funds, or with funds

Acquisition of land.

hereby authorized to be appropriated, lands and interests in lands within the area designated for the park. Administrative jurisdiction of Federal lands lying within the area designated for the park shall, with the concurrence of the Federal agency involved, be transferred to the Secretary of the Interior for administration as a part of the park.

Notice in F.R.

The park shall be established as Minute Man National Historical Park by notice in the Federal Register when the Secretary of the Interior finds that sufficient lands within the designated area have been acquired to warrant such establishment. (16 U.S.C. § 410t [Supp. II].)

Preservation of historic sites.

SEC. 3. To provide further for the preservation and interpretation of historic sites, structures, and properties lying along the entire route or routes where significant events occurred on the 18th and 19th of April 1775, in the cities of Boston, Cambridge, Medford, and Somerville, and the towns of Arlington, Brookline, Concord, Lexington, and Lincoln, including the area generally described in section 1 as lying between Fiske Hill and the North Bridge, the Secretary of the Interior is authorized, in accordance with the purposes of this Act, to enter into cooperative agreements with the Commonwealth of Massachusetts, political subdivisions thereof, corporations, associations, or individuals, and to erect and maintain tablets or markers, in accordance with provisions contained in the Act approved August 21, 1935, entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes" (49 Stat. 666). (16 U.S.C. § 410u [Supp. II].)

16 U.S.C. 461–468a.

Advisory commission.

SEC. 4. The Secretary of the Interior is authorized to appoint an advisory commission of five members to advise him on the development of Minute Man National Historical Park, to consist of one member to be recommended by the selectmen of each of the towns of Concord, Lexington, and Lincoln, Massachusetts; one member to be recommended by the Governor of the Commonwealth of Massachusetts; and one member to be designated by the Secretary. (16 U.S.C. § 410v [Supp. II].)

Administration.

SEC. 5. When established pursuant to this Act, the park shall be administered, protected, and developed by the Secretary of the Interior in accordance with the provisions of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 1–4), as amended and supplemented, and the Historic Sites Act of August 21, 1935 (49 Stat. 666; U.S.C. 461–467). (16 U.S.C. § 410w [Supp. II].)

Appropriation.

SEC. 6. There are hereby authorized to be appropriated such sums, but not more than $8,000,000, as may be needed for the acquisition of lands and interests in lands

and for development of the Minute Man National Historical Park, of which not more than $5,000,000 shall be used for acquisition purposes, and in addition thereto, such sums as may be needed for its administration and maintenance. (16 U.S.C. § 410x [Supp. II].)

6. Minute Man

An Act to amend the Act of September 21, 1959 (73 Stat. 590), to authorize the Secretary of the Interior to revise the boundaries of Minute Man National Historical Park, and for other purposes. (84 Stat. 1436)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the Act of September 21, 1959 (73 Stat. 590) is amended by inserting "(a)" after the word "that" in the first sentence and adding two subsections, as follows:

"(b) Notwithstanding the description set forth in subsection (a) of this section, if the Secretary should determine that the relocation of Highway 2 by the Commonwealth of Massachusetts makes it desirable to establish new boundaries in common with, contiguous or adjacent to the proposed right-of-way for that highway, he is authorized to relocate such boundaries accordingly, and shall give notice thereof by publication of a map or other suitable description in the Federal Register: *Provided*, That any net acreage increase by reason of the boundary revision and land exchanges with the Commonwealth shall not be included in calculations of acreage in regard to the limitation set forth in subsection (a) of this section, but shall be in addition thereto.

"(c) Any lands added to the Minute Man National Historical Park, pursuant to subsection (b), may be acquired only if such acquisition can be accomplished without cost for land acquisition and, when so acquired, shall be subject to all laws, rules, and regulations applicable thereto."

SEC. 2. Section 6 of the Act of September 21, 1951 (73 Stat. 590), is amended by (1) deleting "$8,000,000" and inserting "$13,900,000" and (2) deleting "$5,000,000" and inserting "$10,900,000".

Approved December 14, 1970.

Legislative History

House Report No. 91-1298 (Committee on Interior and Insular Affairs).
Senate Report No. 91-1290 (Committee on Interior and Insular Affairs).
Congressional Record, Vol. 116 (1970):
Sept. 14, considered and passed House.
Dec. 4, considered and passed Senate.

APPENDIX B: TRAFFIC DATA

Traffic volumes for Route 2A and Lexington Road in 1983 are shown below. These data were developed by the Central Transportation Planning Staff in the "Hanscom Area Traffic Study" (a cooperation transportation planning effort of a number of metropolitan state agencies).

Location	AWDT*	A.M. Peak Hour	P.M. Peak Hour
2A (Marrett Road) west of Route 128	19,900	1,684	1,970
2A at Lexington town limits	17,500	1,513	1,700
2A east of Concord Turnpike Cutoff	15,100	1,322	1,545
Lexington Road west of turnpike cutoff	7,900	819	979
Hanscom Drive north of Route 2A	6,600	547	651

*AWDT – average weekday traffic

The highest volumes in 1983 were observed on Marrett Road west of MA 128 indicating a high level of congestion in this segment. The traffic study concluded that Route 2A in Lexington and Lincoln faced congestion and safety problems at uncontrolled intersections. Vehicular drivers on side streets accessing Route 2A face intolerable delays during peak hour movements.

Traffic accidents were analyzed in 1980 and 1981 indicating that Route 2A recorded a fairly high number of accidents compared to other road segments in the traffic study area. The intersection of Marrett Street and Old Massachusetts Avenue was potentially the most hazardous intersection of those along Route 2A but about average compared to other road segments in the traffic study area.

Traffic counts recorded from January through March 1986 on Route 2A from east of Hanscom Drive to west of Brooks Road indicate very similar levels of traffic and congestion as the counts in 1983 ("A Proposal for a Planned Office Development Lincoln North," Cranberry Hill Associates, Lexington, Massachusetts). The 1983 counts in the Battle Road unit were recorded in July and August; winter traffic volumes may be lower due to seasonal variation.

Lexington Road from Route 2A to Meriam's Corner carries about 50 percent of the traffic that occurs on 2A near Hanscom Drive. Consequently, congestion and travel delay is lower. Some congestion and minor delay occur at Meriam's Corner at the intersection of Lexington Road and Old Bedford Road.

NOTE: Data currently available from regional transportation planning agencies.

APPENDIX C: DESCRIPTION OF CULTURAL RESOURCES

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I. ROADS

The Battle Road is the primary cultural resource at Minute Man National Historical Park. Called the Concord Road in the 18th century, it linked Concord, the first inland settlement in Massachusetts, with Cambridge, Boston, and the sea. Also important is the network of other roads that joined it, since minuteman and militia companies from outlying towns entered the action at these points along the route. While the stone walls, landscape features, and historic buildings help to "flesh out" the historic scene, the road itself will always remain the central element.

Documentary records indicate that the width and surface preparation of the Concord Road varied considerably from place to place along its route. Recent archeological investigations along Nelson Road provided important information about its surface in that area: there was a distinct applied top layer, made mostly of sandy soil with a small amount of clay mixed in. Fortuitously, the excavation also exposed a sizable pothole that had been repaired by filling it with large cobblestones.

Documentary information about individual roads, below, will help explain the network of roads that pass through the park today. The dates included here are the earliest known to date; additional research will provide a more precise dating of some of these thoroughfares. For convenience the roads are identified by their modern names.

Old Massachusetts Avenue, Lexington (Concord Road-Great Road-Bay Road)—by 1636; present alignment probably early 20th century. Most of the earlier alignment, likely that in 1775, is still visible.

Wood Street, Lexington—before 1775

New Massachusetts Avenue, Lexington—constructed in 1961

Marrett Road, Lexington—after 1830, by mid-20th century

Marrett Street, Lexington (Concord Road)—by 1636

Private driveway, west of Jacob Whittemore House, Lexington—before 1830

Airport Road, Lexington/Lincoln—built about 1946

Massachusetts Avenue, Lexington—1802

Nelson Road, Lincoln (Concord Road)—by 1636

North Great Road, Lincoln (portion of Concord Road)—1802

Mill Street, Lincoln—before 1770

Road to Aaron Brooks House Foundation, Lincoln—before 1774

Bedford Road, Lincoln—by 1756

Bedford Lane, Lincoln—by 1756

Virginia Road, Lincoln (Concord Road; portion east of Old Bedford Road)–by 1636

Virginia Road, Lincoln (west of Bedford Road)—by 1756

Old Bedford Road, Lincoln (Concord Road; portion south of Virginia Road)—by 1636

Old Bedford Road, Lincoln (portion north of Virginia Road)—1721

Road to Bedford, east of Ephraim Hartwell Tavern, Lincoln—between 1831 and 1873, trace in 1943; no longer visible

North Great Road, Lincoln (portion south of Virginia and Old Bedford Roads)—1803

North Great Road, Lincoln (Concord Road; portion west to the Concord line)—by 1636

Brooks Road, Lincoln—before 1735

Concord Turnpike Cutoff, Concord/Bypass Road, Lincoln—built in mid-1930s

Lexington Road, Concord (Concord Road)—by 1636

Shadyside Road, Concord—early 18th century

Road to Brick Kiln Island, Concord (north of Lexington Road between Farwell Jones and Olive Stow houses)—unknown

Farm road on Concord/Lincoln line (south of Lexington Road)—unknown

Manual Drive, Concord—built ca. 1960

Old Bedford Road, Concord—before 1775

Hawthorne Lane, Concord—by 1640

Monument Street, Concord (portion from center of town to the turn toward The North Bridge)—by 1654

Monument Street, Concord (portion between turn toward the bridge and Liberty Street, over the Flint Bridge)—built in 1793

Liberty Street, Concord (portion from Monument Street to intersection with Estabrook Road)—before 1754

Liberty Street, Concord (portion from Estabrook Road to Jonas Bateman property)—built in 1793

Liberty Street, Concord (portion from Jonas Bateman property to Lowell Road)—1754

Estabrook Road, Concord—before 1700

Road to Groton, Concord (portion from fork, west of The North Bridge, to the intersection at Liberty Street near the Willard and Ephraim Buttrick property)—before 1754; use discontinued in 1793

Road to Acton, Concord (portion from fork, west of The North Bridge, to intersection with Liberty Street by Jonas Bateman property)—before 1754; use discontinued in 1793

II. LANDSCAPE FEATURES

A. Stone Walls

Minute Man's cultural resources include about 25 miles of stone walls. Although the use of stone walls is well-documented, there are no precise methods of dating the walls in this area. Dry laid construction techniques provide no mortar samples, and the same stones may have been used to build and rebuild walls any number of times since settlement by Europeans.

Interpretation of the stone walls visible today requires consideration of their dating, location, and height. The dating and location may be determined through the corroboration of the documents by aerial photos (for the last 60 or 75 years), survey information and, occasionally, archeological evidence. It is not possible to determine the actual height of a wall at a point in the past, however. We may never really be able to determine whether or not a specific wall dates from the 18th century. Even if there is good documentary or physical evidence for a particular wall having 18th-century origins we can never be certain precisely what it looked like.

Extensive documentary research on the land in the park, in conjunction with the ongoing archeological survey project, suggests a few places where stone walls may date to the late 18th century. Those places are the following:

David Fiske Property, Lexington – Historic records for this property provide extremely detailed acreage descriptions. Recent survey work, within the areas bounded by the present stone walls, corroborates these figures.

Daniel Brown Property, Lincoln – Documentation for this property provides detailed information. Analysis of this data, combined with extant walls, suggests that the east and west walls may well be original.

Samuel Hartwell Property, Lincoln – Stephen Davis's 1779 survey of the Hartwell property and nearby holdings along the north side of Virginia Road clearly illustrate stone walls. An extant wall on the east side of the Samuel Hartwell house foundation, approximately perpendicular to the road, seems to match the one in the 18th-century survey.

Joseph Mason Property, Lincoln – Documentary data in conjunction with Stephen Davis's 1779 map, described above, indicate that the extant walls west of the Joseph Mason house remains and the walls bordering Old Bedford Road were present in the 18th century. Particularly noteworthy is that these walls bound Mason's 6-acre pasture.

Jonas Bateman Property, Concord – Recent archeological investigations adjacent to the stone wall on the western boundary of Bateman's property suggest that it may have been constructed before the deposit of some of the older cultural material.

B. Commemorative Features

1. British Soldier's Grave

The grave marks the place where the remains of three British soldiers were buried. Tradition in Concord says that the site was investigated in the early 20th-century and that the remains of two complete and one partial skeleton, as well as several artifacts that identified the remains as British soldiers (buttons, etc.), were recovered.

2. Memorial Cedar Planting, Monument Street

One of the oldest memorials to the battle on April 19, 1775, is the double row of Arbor Vitae trees planted by the Town of Concord on April 19, 1825, the 50th anniversary of the fight. Located parallel to Monument Street, between the historic road to The North Bridge and the Flint Bridge, only a few remain.

C. Landscaping

1. Terraces at The Wayside

Bronson Alcott was anxious to produce food for his family and to create a bucolic setting during his years at the home he called Hillside (The Wayside was Nathaniel Hawthorne's name for the house). Alcott began the construction of 12 terraces on the hillside in 1845 and finished them in July 1847. They were planted with fruit trees and vegetables, with clover and timothy to provide grass on the slopes between the terraces. Records list apple and peach trees, as well as cucumbers and peas. Alcott's enthusiasm waned as he found himself unable to feed his family entirely from his own crops, however, and the terraces were eventually left to fend for themselves. Although no longer prominent, vestiges of them still remain.

2. Formal Gardens at the Buttrick Estate

Built in 1911, the Buttrick's new home included some formal plantings in the original design. The rectangular garden to the south of the house is visible in an early (pre-1913) plot plan of the property drawn by Framingham architect Charles H. Wheeler. The more elaborate gardens, including the river and bridge overlooks with their paths and plantings, evolved during the 1920s. A preliminary plan by Harold Hill Bloosom, dated 1923, is the first to indicate placement of these features.

D. Paths and Walkways

1. Path from The Wayside to Mill Brook

During the Alcott's occupancy of the house, their property extended on the south side of Lexington Road as far as Mill Brook. By the mid-1840s the family had worn a path from the house down to the brook, and Alcott built a gabled garden house, completed in 1847, to afford a summer retreat. During the 1860s, after Nathaniel Hawthorne had returned from his years abroad, he had the pathway planted with evergreens to form a cathedral aisle to the water. A few pine and spruce trees still remain along this pathway.

2. Larch Path from The Wayside to Orchard House

Eager to facilitate communication and contact between his home and the adjoining Orchard House property owned by the Alcotts, Hawthorne created a larch path between the houses parallel to, and just north of, Lexington Road. Several larches remain but many are gone, victims of the hurricane in 1938. There is still a faint indication of the alignment of the larch path, however.

3. Path to the Top of the Hillside at The Wayside

Nathaniel Hawthorne spent long hours working and thinking on the top of the hillside behind his home. By 1860 he had created a pathway from the west side of the lawn to the top of the hill. One account records that it was bordered by locusts, but this information is inconclusive. The vague outline of the path is visible today, just west of the lawn.

E. Geographic Areas

1. Fiske Hill

Fiske Hill is the last site of fighting on The Battle Road within the park boundary. By the time the British column reached Fiske Hill they had been badly mauled and their ammunition was running short. If Earl Percy and the relief force had not arrived in Lexington at about the same time as the retreating forces, Smith's column would probably have been captured.

2. The Bluff

The Bluff is a rocky ridge on the north side of The Battle Road, where Marrett Street meets Old Massachusetts Avenue. The British were delayed here for some time until they could secure the ridge with flankers. Although the accounts do not say that the colonials held the Bluff, the implication is that they did, or at least that the British thought they did. The southern slope was blasted about 1938 to permit widening of the road.

3. Bloody Angles

Bloody Angles refers to the Old Bedford Road and Virginia Road section of The Battle Road in Lincoln. The term itself is a late 19th or early 20th century reference, rather than one contemporary to the fighting. The heaviest casualties in the park were inflicted on the British here: nine killed and several wounded. The Americans also suffered three killed, including the captain of the Bedford minutemen.

4. Hardy's Hill

Hardy's Hill was the site where several militia units from towns to the south joined the running fight along The Battle Road. These companies had been unable to reach The North Bridge because of the distance from Concord or the fact that the British held the South Bridge. The companies were waiting for the British as the fighting advanced from Meriam's Corner.

5. Meriam's Corner

The running fight, which was to continue 16 miles to Boston and be the point of no return, began at Meriam's Corner in Concord. Before the day ended the British would suffer 273 casualties and the Americans 95.

6. Muster Field

The Americans began their march to The North Bridge from the Muster Field. It was from here that the minutemen and militia saw smoke rising from the center of Concord and set out to protect their homes, and by so doing, set in motion events which would begin the Revolutionary War. Emerson's famous "Shot heard 'Round the World" refers to the brief engagement between the Americans advancing to protect their homes and the British assigned to hold The North Bridge.

III. BUILDINGS

The cultural resources at Minute Man National Historical Park include 27 buildings. Thirteen of these were standing at the time of the fighting on April 19, 1775; of the remainder half were built between 1776 and 1900 and the rest in the 20th century.

Comprehensive research and restoration projects have been completed on some of these structures; others have had only the most rudimentary research undertaken. In a broader context, however, these buildings and their associated grounds can tell us much more than architectural history. Most of the structures were located on farms which included one or more outbuildings. Some of these would have had permanent foundations and others would have been more temporary in nature, but each site has the potential for contributing significant social, economic, and ecological information recovered from the archeological resources through interdisciplinary research.

In the past most archeological investigation at Minute Man has been undertaken primarily to locate 18th-century house remains. As a result, the yards around most of the extant buildings have never been systematically excavated. These yards probably contain the remains of the household's domestic and agricultural activities including gardens, fences, wells, walkways, and perhaps privies. Although there have been a variety of disturbances to some of these sites, the houses and yards surrounding them should be considered an archeological resource as well as an architectural one.

A. Buildings Standing In 1775

1. Jacob Whittemore House – Marrett Street, Lexington

The five-bay structure with central chimney stack was built prior to 1745 and altered several times over the years by a lean-to, ca. 1844; a northeast porch, ca. 1955; and a northwest ell, built ca. 1961 and partially removed in 1986. The main entrance retains its Georgian appearance: two fluted Doric pilasters support a wide, heavily-moulded and dented entablature. The building was part of the historic scene of 1775 and later the home of John Muzzy, a member of the Lexington Militia Company. The documentary records list a barn, cornhouse, cider mill, and blacksmith shop on the property.

2. William Smith House – Virginia Road, Lincoln

Built after 1693, this house has undergone five major alterations and numerous minor alterations. Despite the removal of the lean-to, the removal of the central chimney and its replacement with two smaller chimneys, and the construction of several additions, the building retained its architectural significance and 18th-century character with its 'rare plaster-covered cornice. The National Park Service's restoration of the building, completed in 1985, included reconstruction of the central chimney stack and lean-to. The house was the home of William Smith, captain of the Lincoln Minute Man Company and brother of Abigail Adams. A portion of the grounds remain undisturbed.

3. Ephraim Hartwell Tavern – Virginia Road, Lincoln

When constructed ca. 1733 this was a two-story structure with a central chimney. Interior alterations, including the partitioning of the West Chamber, were made ca. 1756. The building functioned as a tavern between 1756 and 1787. A two-story gambrel appendage was added ca. 1783, and a shed ell about 1830, along with the rebuilding of the original kitchen lean-to. The

building was remodeled on both the interior and exterior ca. 1900. In addition to the tavern's significance as part of the 1775 scene, the integrity of the building's unusual architectural configuration is also important. Despite disturbance to most portions of the yard, valuable archeological data may still exist in these areas.

4. Job Brooks House – North Great Road, Lincoln

The earliest known dwelling was removed from this site prior to 1666. Built in the last half of the 18th century, this two-story structure was extensively altered in the 19th century when its two-story bay windows and small chimney stacks were added. The National Park Service removed a rear ell in 1965 and covered the rear facade with tar paper; all that remains of the structure is an exterior shell. The house is an interesting example of the contrasting methods of 18th- and 19th-century domestic construction, however, and the documentary record mentions an 18th-century barn. The foundation of the 19th-century Hastings Barn is extant.

5. Samuel Brooks House – Lexington Road, Concord

Built in 1733, this five-bay, two-story house has a central chimney. An adjoining ell was rebuilt and enlarged after a fire in 1937; the chimney was rebuilt above the roofline and substantial interior remodeling was done at the same time.

6. Olive Stow House – Lexington Road, Concord

The first house on this site was removed between 1684 ad 1689; this house was built or replaced about 1760. The two-story structure has a broken scroll pediment over the front entry and a central chimney stack. In addition to its architectural features, there was at least one barn on the property and likely several other outbuildings as well.

7. Farwell Jones House – Lexington Road, Concord

This site was occupied by 1686 and probably earlier; the present structure was built before 1775 and extensively remodeled to its present appearance about 1870. There have been few alterations since that time. Documentary records indicate a number of other 18th-century outbuildings including a barn, a lean-to shop, and a workshop. Some of these structures may have been removed by 1775, however.

8. John Meriam House – Old Bedford Road at Lexington Road, Concord

This house, a five-bay, two-story structure with a central chimney stack, was built in two phases, ca. 1710 and ca. 1730, and has been altered little since. Some interior remodeling was completed in the 20th century, however, and the last private owners also rebuilt the rear shed. The scene of the start of the "running battle," many historians consider the John Meriam House and the action as Meriam's Corner the real "shot heard round the world." Documentary records indicate that a barn and a shop were located on the property.

9. The Wayside Barn – Lexington Road, Concord

This 18th-century barn was originally located on the south side of Lexington Road; Bronson Alcott moved it to its current location and probably shortened it in 1845. There were several fabric alterations between 1883 and 1932, but little has been done to it since that time. In its present location it is important to the interpretation of The Wayside and its 19th-century literary owners.

10. The Wayside – Lexington Road, Concord

Built about 1716-1717, this two-story, five-bay house remained largely unaltered until the mid-1840s when Bronson Alcott placed additions on the east and west ends and a central dormer on the main roof. Subsequent additions included a three-story tower on the rear and a second floor over the west wing (1860) and a piazza on the west facade (1887). The home of Samuel Whitney, Concord Muster Master in 1776, the house was later the home of Bronson Alcott and family, Nathaniel Hawthorne, then Daniel and Harriett Lothrop ("Margaret Sidney" to her readers). The house and barn were entered on the National Register on July 11, 1980.

11. Elisha Jones House – Monument Street, Concord

This house has little architectural integrity remaining from the pre-1775 period. A one-room dwelling built about 1650 and later additions about 1695 may have formed the nucleus of the present structure; it seems more likely, however, that the former was demolished and that the Elisha Jones

House dates from the early 18th century. Little of that structure is apparent any longer, since it was extensively remodeled and rebuilt in 1865-66. The shed, also standing in 1775 but in a different location in relation to the house, was also rebuilt in 1865-66 and moved to its present location where a second story was added. The structure was accorded added significance in 1875, when an anecdote concerning a shot fired at Jones by a British soldier first appeared in *Harper's Weekly*; the story has since been disputed. The location of Jones's barn and blacksmith's shop are yet to be determined, but the foundation of Keyes' 19th-century barn is extant.

12. The Old Manse – Monument Street, Concord

Built about 1770, this two-and-one-half story house has a gambrel roof with a center gable, two chimneys, and a sloping rear lean-to. The front entry is flanked by pilasters and topped with a simple pediment. It was home to the Reverend William Emerson, minister of the First Parish Church, in 1775, and later the home of Ralph Waldo Emerson and Nathaniel Hawthorne. One of the closest residences to the fighting at The North Bridge, the house is a very important part of the historic scene and one that changed little since that time.

13. John Buttrick House – Liberty Street, Concord

Built about 1715, this two-story, five-bay structure has a pedimented front entry porch. Alterations, including the raising of the roof in 1883, the rebuilding of a two-story ell on the northwest side about 1887, and considerable exterior and interior remodeling about 1937 (including addition of a porch on the northeast side and construction of a modern two-car garage), have changed its appearance from the time of the battle. Its place in the historic scene, however, and its association with Major John Buttrick, the officer who led the colonial forces into the skirmish at The North Bridge, make it an important resource. The 18th-century documentation mentions a barn with shed and a woodhouse, and the foundation of the 19th-century barn is extant.

B. Buildings Built After 1775

1. Hargrove Barn – Marrett Street, Lexington

This 19th-century barn, remodeled after the hurricane of 1938, was originally built on the south side of Massachusetts Avenue. It was moved to the west of the Jacob Whittemore House, to a site formerly occupied by another 19th-century barn, in 1978.

2. John Nelson House – Massachusetts Avenue, Lincoln

The Daniel Brown House (ca. 1700) may have been moved and incorporated into this house when it was constructed ca. 1810. Built on the central hall plan, it has a low-hipped roof, two offset chimneys, and a rear ell. A two-story addition was added on the west side at some point, probably in the first half of the 19th century. Many of the details, including the spiral and reeded courses in the cornice, the flat-arched headlight, and the simple pilasters of the doorway may have been taken by builder John Nelson from a handbook by Asher Benjamin. The house has exceptional architectural integrity.

3. John Nelson Barn – Massachusetts Avenue, Lincoln

This barn, probably built ca. 1810, was altered by additions to the north end about 1830 and 1900. It was partially rehabilitated by the National Park Service in 1978.

4. Samuel Hartwell House Foundation Shelter – Virginia Road, Lincoln

This shelter, constructed in 1986, protects the chimney and foundation of the Samuel Hartwell House. Originally constructed in the late 17th century, the house and foundation were expanded considerably in the late 18th century. The house, later used as a restaurant, burned down in 1968, but the chimney stack and foundation remained intact. Exposure to the elements caused deterioration, however, especially to the soft chimney bricks never intended for exterior exposure, and stabilization and repointing completed during the 1970s failed to hold. This "ghost" structure outlines the skeleton of the late 18th-century house and provides protection from water and snow.

5. McHugh Barn – Virginia Road, Lincoln

Originally constructed ca. 1830, the barn above the stone cellar walls was destroyed in the hurricane of 1938. The McHugh family, then owners of the property, rebuilt it after the storm using the original stone foundation, walls, and timbers.

6. Joshua Brooks House – North Great Road, Lincoln

The house, built 1779-81, is a two-story, five-bay structure with a central chimney and lean-to. Alterations appear to have been minimal, although a rear ell, connecting to a one-car garage, has been added. The Joshua Brooks House is a significant example of late 18-century domestic architecture and inventories list a number of outbuildings and features on the property. An unidentified foundation, perhaps of a 19th-century barn or stable, is visible at the rear of the property.

7. Noah Brooks Tavern – North Great Road, Lincoln

The Noah Brooks Tavern, built about 1810, is a two-story Federal house with a hip roof, two clapboard sides with rusticated quoins at the corners and brick ends, each of which has two chimneys. A 19th-century carriage house is attached to the kitchen ell. The building and grounds have considerable integrity.

8. Rogers Barn – North Great Road, Lincoln

This large barn, rebuilt following the hurricane of 1938, rests partially on the foundations of a 19th-century barn. Insurance receipts only covered the cost of a partial reconstruction, however, so Rogers chose to complete the portion of the barn closest to his fields: the northern part of the basement foundation, therefore, has a flat roof covering it but no structure above.

9. George Minot House – Lexington Road, Concord

This home, built about 1865, has been altered little since its construction. It sits on the site where an earlier Minot lived from 1765 until 1808, and a house may have been built on this parcel as early as 1639. The site has numerous outbuildings on it.

10. East Quarter Schoolhouse – Lexington Road, Concord

Built in 1853-54, the schoolhouse was constructed by the Town of Concord to serve students in District 2, the eastern portion of town. The architectural style of the building was similar, if not identical, to ones built elsewhere in the community at about this time, and has changed little except for the addition of the front porch. The outlying schools were all closed in 1887, and the building and land sold in 1893.

11. Daniel Taylor House – Lexington Road, Concord

This house, thought to have been built about 1810, was altered in the late 19th century when the central chimney was replaced with two smaller chimneys and a two-story kitchen ell was added to the rear of the structure. In addition to its architectural features, there are a barn foundation, another unidentified foundation on the property, and some documentary evidence about these outbuildings.

12. Buttrick Carriage House – Liberty Street, Concord

Built in 1911 as one of the original outbuildings to Stedman Buttrick's new home, this structure contained a squash court, stalls and tackle room, and garage space. The exterior remains unchanged, but the interior has been modified somewhat for administrative use.

13. Buttrick Caretaker's House – Liberty Street, Concord

Another of the 1911 outbuildings for the new Buttrick home, this structure remains unchanged since its construction. Its architectural style closely matches that of the Carriage House across the driveway from it

14. Buttrick Mansion Liberty Street, Concord

Stedman Buttrick had this home built in 1911 on his family land. The large two-and-one-half story brick structure, Georgian in style, faces the Concord River. The exterior remains unchanged, but the interior spaces have been modified for use as a visitor center and park offices.

IV. ARCHEOLOGICAL SITES

Previous archeological investigations at Minute Man National Historical Park have located a number of historic sites with 18th-century remains, as well as a few areas of prehistoric activity.

The documentary evidence provides information about many more sites of historic occupation. The ongoing, five-year Minute Man archeological project will systematically examine selected areas of the park to locate and identify archeological remains at these and other historic and prehistoric sites before its completion in 1989.

The potential archeological resources associated with extant structures and their yards were mentioned in the section on buildings. The sites listed in this section are those for which no aboveground building is extant; in a few cases, however, a portion or all of the foundation is visible.

A. Seventeenth and Eighteenth Century Sites

Archeological excavations at the park have investigated 22 sites from this period. There is also one small foundation, not associated with an extant building, which has not been investigated. At some sites the buildings were abandoned prior to 1775, but in most instances they continued to be used during and after 1775. Documentary research has identified or suggested nearly two dozen other sites. Archeological investigation would be necessary to determine their existence and/or precisely locate them on the ground. Individual sites are labelled "L" (located) or "UNK" (unknown) in the descriptions that follow, and roads are identified by their modern names.

As with the description of the buildings, it is important to note that most historic archeological sites in the park were farms that included a house, barn, and one or more other outbuildings. This is particularly important to remember when assessing the potential for archeological resources beyond the immediate ranger of a cellar foundation. In the narrative that follows, sites with documented activity are called "farm, tanyard, etc."; sites which seem to have included only a home will be labeled "house."

1. David Fiske Farm Site, Fiske Hill, Lexington (L)

This property was settled ca. 1655 and probably abandoned in 1721. Excavations have revealed two 17th-century cellars, a well, and other significant features and may provide evidence of early land clearance practices. It is one of very few rural sites from this period in eastern Massachusetts, and provides a relatively undisturbed context for analysis.

2. Ebenezer Fiske Farm Site, Fiske Hill, Lexington (L)

Ebenezer Fiske lived in the house until his death in 1775; his inventory provides one of the most detailed contemporary descriptions of a house, barn, and other outbuildings. His house was removed in 1852 and another house erected on the foundation; that structure was torn down in 1950s but the foundation remains extant.

3. Bull Tavern Site, Marrett Street, Lexington (UNK)

A tavern and adjoining farmland were likely occupied by John Muzzy in 1775. A previous attempt to locate remains of the structure was unsuccessful, although archeologists and historians are fairly confident that they know its approximate location. Documentary evidence of a late 17th-century/early 18th-century house and barn on this property also exists.

4. Tabitha Nelson (Thomas Nelson, Sr.) Farm Site, Nelson Road, Lincoln (L)

Previous archeological work located possible evidence of the house, although the construction of Airport Road and installation of utility corridors into Hanscom Air Force Base disturbed much of the structure. Additional archeological investigation may locate other features.

5. Thomas Nelson, Jr. Farm Site, Nelson Road, Lincoln (L)

The mid-18th century house, later enlarged, was removed in 1895 when a new structure was built on the old foundation. The foundation is visible, but its integrity has been compromised by the subsequent construction. Foundations of the 18th-century barn and other outbuildings and features outside the area of disturbance could yield additional information.

6. Christopher Mudgeon House Site, Nelson Road, Lincoln (UNK)

This 1730s house may have been built at or near the location of the Thomas Nelson, Jr. House, or on land nearby. The documentary record is unclear: this house's foundation may have been used for Thomas's house. It remains uncertain, therefore, whether or not this is a distinctly

separate site. If a separate house site exists, this site is particularly significant since it may not have post-1750 disturbances.

7. Josiah Nelson Farm Site, Nelson Road, Lincoln (L)

This property, developed by 1761, included a three-bay house with a central chimney, two outbuildings, a stone-lined well, two refuse areas, and a barn, several of which have been excavated. The extant foundation and other units provide valuable information on the use of space on 18th- and 19th-century farms.

8. Daniel Brown House and Shop site, Nelson Road, Lincoln (L)

Brown's house, built by 1722 and probably abandoned by 1762, was a two-story structure with a half cellar. It and a second structure, perhaps a shop of some sort, have been excavated, as have a well and materials that provide information about various yard activities. The foundation for the barn, located on the south side of the street, has never been found. The site is particularly valuable because it has not been subjected to 19th- and 20th-century disturbances.

9. Unidentified Foundation, South Side of Nelson Road, Lincoln (L)

George Nelson's 1902 sketch of Nelson Road identifies this visible foundation as Josiah Nelson's hop house, but there has never been any archeological investigation to document this usage.

10. Nathaniel Whittemore Farm Site, North Great Road, Lincoln (UNK)

It is unclear whether Whittemore's mid-18th century residence in Lincoln was a separate building or whether he lived in the house built earlier by Daniel Brown. Archeological investigations might determine the presence or absence of a house.

11. Jacob Foster Farm Site, North Great Road, Lincoln (UNK)

In 1775 Foster was a tenant on a farm west of Whittemore's property. The documentary record suggests that this property may have included a small house and barn; it was probably either the mid-18th century home of Ebenezer Lameson, Sr., or that of his son Timothy, who lived slightly to the east. Another mid-18th century house may also exist on the site.

12. Phineas Allen Farm Site, North Great Road, Lincoln (UNK)

Allen was a landless farmer, a tenant on Lincoln property in 1775. It is not clear whether he lived in the mid-century house of Ebenezer Lameson, Sr., however, or whether he was a hired man living in the home of William Smith.

13. Samuel Hartwell Farm Site, Virginia Road, Lincoln (L)

Built possibly by 1693, the house was altered and remodeled in the 19th century and a west end addition constructed in the early 20th century. It burned in 1968 but its massive chimney and foundation walls are extant. Although portions of the grounds have been excavated, further investigation may reveal the precise location of a blacksmith shop, barn, and other features.

14. Joseph Mason Farm Site, Virginia Road, Lincoln (L)

In 1775 this property included a house and barn; the former has been partially excavated. The barn and 1760s school on Mason's property has yet to be located.

15. Joshua Brooks Tanyard Site, North Great Road, Lincoln (UNK)

The tanyard was operating by 1725, and possibly as early as 1645. In 1745 there was a tan house and vats; other buildings, including a currier shop, were added by 1791, and a bark mill may have been erected shortly thereafter. The lot was empty of buildings by 1852. Architectural and archeological remains and features might provide information about colonial tanning practices and some information about commercial activities in general.

16. Joshua Brooks House Site, North Great Road, Lincoln (UNK)

This two-story wooden structure with its central chimney and integral lean-to was built about 1713 and destroyed about 1900. Although it has not been located, photographs exist that show it and the extant ca. 1781 Joshua Brooks House.

17. Thomas Brooks House Site, North Great Road, Lincoln (UNK)

Built by Thomas Brooks ca. 1713, the house was abandoned and removed by 1812. Although there is no description in the documentary record, its location east of the present day Noah Brooks Tavern seems clear.

18. Abel Brooks Farm Site, Lexington Road, Concord (UNK)

His was the second of three houses on the site; the 17th-century house was removed by 1772; Abel's was built about 1788 and removed in 1880, and it was followed by a 19th-century structure. A barn and shop are listed in Abel's inventory and a later, 19th-century resident enumerated more barns, stables, and an overseer's house.

19. Abner Wheeler Farm Site, Lexington Road, Concord (UNK)

Deeds do not show Wheeler as a landholder here in 1775, even though he is clearly in residence. It is hypothesized that he and his family rented the house, barn, and property of the late Jacob Taylor.

20. Samuel Fletcher Farm Site, Lexington Road, Concord (UNK)

Fletcher's widow, Rebecca, lived on the farm in 1775; the house, bequeathed to her husband in 1694, was likely quite old. The barn was near the house across the road on the south.

21. Nathan Stow Farm Site, Lexington Road, Concord (UNK)

In 1775 Stow seems to have had a dwelling house and a small farm west of George Minot and east of Keturah Durant. He probably moved soon thereafter, and no precise information exists about his 1775 residence.

22. Keturah Durant House Site, Lexington Road, Concord (UNK)

A widow and shopkeeper, Durant lived in a modest house in 1775. There are no records of a separate shop or barn. By 1798 Ebenezer Hardy had purchased a share in the land and built his own house on a portion of it.

23. Mary Burdeen House and Shop Site, Lexington Road, Concord (UNK)

A seamstress, Burdeen owned a house with an adjoining shop. Her barn was on land she owned on the south side of Concord Road west of her home.

24. Unidentified House Site, Lexington Road, Concord (L)

The present appearance of the site is a depression, like that caused by a filled cellar hole. No identification has been suggested.

25. Eliphelet Fox House Site, Lexington Road, Concord (L)

This house, previously known by the misnomer "Casey's House," was built by 1666 and abandoned by 1852. Documentary evidence is clear, however, that it was never owned by Casey, an ex-slave, and it is even unlikely that he ever resided there. Although the archeological resources recovered to date do not reveal any data to suggest Casey's occupation, the faunal and ceramic subassemblages are important in the study of 17th- and 18th-century culture, and there is potential for further archeological investigation.

26. George Minot House Site, Lexington Road, Concord (L)

The frame of the house, built in 1720, was moved to this site and completed in 1797, although it lost its original chimney in the process. The building was later moved to Concord Center and torn down about 1898.

27. John Flint Farm Site, Monument Street, Concord (L)

The first Flint house, built after 1635, was demolished in 1880. In 1775 it included the house, a barn, and a separate shop. A 19th-century home may have been built on the same or a different foundation; it is not clear whether or not its construction affected the earlier site. The second house was moved across the street in 1924. Archeological investigations to date have located archeological remains; further excavation would be necessary to understand them.

28. David Brown Farm Site, Liberty Street, Concord (L)

The original house on the site was built prior to 1644; David Brown built a home nearby sometime between 1755 and 1768. There were also two barns on his property, but they were probably not located on park property. Archeological investigations of the site have located other features on the property, but their identification is not yet clear.

29. Ephraim Buttrick Farm Site, Liberty Street, Concord (L)

This house was built ca. 1697-1700 and demolished in 1814. Archeological investigations have identified two foundations in front of the 1911 Buttrick Mansion: it is possible that they are from a house with an eastern addition or attached outbuilding. If the remains are of a single home, additional archeological investigation is needed to determine whether it is Ephraim's or Willard's.

30. Willard Buttrick Farm Site, Liberty Street, Concord (L)

This house was built in the early 1770s and demolished in 1849. Archeological investigations have identified two foundations in front of the 1911 Buttrick Mansion: it is possible that they are from a house with an eastern addition or attached outbuilding. If the remains are of a single home, additional archeological investigation is needed to determine whether it is Willard's or Ephraim's.

31. Jonas Bateman Farm Site, Liberty Street, Concord (UNK)

There was a dwelling on the Bateman property as early as 1729; it is not clear whether or not this was the home which Jonas Bateman lived in 1775. His farm also included a large barn, a small barn, and a mat shop. All were probably located north of Liberty Street, off park property. Archeological investigations have located possible evidence of the road and two possible trash pits.

B. Nineteenth Century Sites

Although the communities of Lexington, Lincoln, and Concord retained their rural character throughout the 19th century, there were a number of structures built on land that is now part of the park. The sites identified to date are described below.

1. Bashian Barn Site, Fiske Hill, Lexington (L)

The Bashians, 19th-century owners of the Ebenezer Fiske property, constructed a large barn about 1875. Its foundation is extant, cut the hillside west of the house foundation.

2. North School Site, North Great Road, Lincoln (UNK)

A brick schoolhouse was built in 1816 on the southwest corner of North Great road and Bedford Lane. After a number of years it fell into great disrepair, and a new school was built in 1859. The latter school, also on North Great Road, may have been built on the same site or at a different location. It was used intermittently until 1896.

3. Alfred Brooks House Site, North Great Road, Lincoln (UNK)

This house was built about 1827, east of the Job Brooks House and west of the Lincoln-Concord line. Little information is available about it.

4. George Clark House Site, Lexington Road, Concord (UNK)

The 1898 highway map of Concord shows this house, with a front porch and rear ell, across the street from the Daniel Taylor House.

5. Simmons House Site, Monument Street, Concord (L)

The 1852 map of Concord shows this two-story house with rear ell. It was purchased by the National Park Service in 1967 and subsequently removed.

6. Stedman Buttrick Farm Site, Liberty Street, Concord (L)

Buttrick's house, built in 1850, was sited perpendicular to Liberty Street overlooking the hillside and the Concord River. The property included at least three outbuildings, but much of the site was destroyed during the construction of the 1911 Buttrick Mansion and its facilities. The foundation of the house itself was removed to allow archeologists to reach the 18th-century Buttrick house foundations beneath it.

7. Battle Lawn, Liberty Street, Concord (L)

Edwin S. Barrett built a Victorian mansion on the hillside, beneath the Stedman Buttrick Farm, in 1879. It had outbuildings and a large gardener's house. It was removed about the time of World War I.

C. Prehistoric Sites

The Concord River Basin was the site of considerable prehistoric activity. Artifacts gathered by local collectors, as well as those excavated during formal archeological investigations, provide some information about the location of such activities on park land. The parkwide Minute Man archeological project will expand on the current baseline data when it conducts prehistoric sampling during the summer of 1989. The sites identified to date are as follows:

	Lincoln, north of Virginia Road – Possible Woodland. Pottery; bifaces; stone tool manufacture.
19-MD-119:	Lincoln, north of North Great Road – Late archaic; early Woodland; late Woodland. Stone tool manufacture; large stone artifacts; small edge tools.
19-MD-102:	West of Monument Street – Flakes; bifaces (not diagnostic); stone tool manufacture.
19-MD-487:	North Bridge Area – Late archaic; late Woodland.
	North Bridge Area – Bifaces; points; stone tool manufacture.
	North Bridge Area – Late archaic; late archaic-early Woodland; possible middle Woodland. Stone tool manufacture.
19-MD-90:	North Bridge Area – Late archaic-early Woodland.
19-MD-91:	North Bridge Area – Middle archaic; late archaic; possible early Woodland; middle Woodland; late Woodland. Prehistoric stone tool manufacture; historic gunflints.

V. MUSEUM COLLECTIONS

A. Historical Collections

The historical collections at Minute Man include original furnishings, commemorative items, miscellaneous papers and manuscripts, book illustrations and photographs, and postcards. There are also representative architectural items.

The bulk of the collection, several thousand items, comprises the original furnishings from The Wayside dating from the Lothrop occupancy (1883-1965). Although most of these items pre-date the death of Harriett M. Lothrop in 1924, and are on permanent installation in the house, a few postdate this time period and are in storage.

Commemorative items, especially those associated with the Minute Man Statue and The North Bridge, comprise a collection of several dozen items at the present time. This group will undoubtedly grow, however, as additional items become available or are donated to the park. Specific commemorative pieces may be sought in conjunction with the new visitor center exhibits being planned by the design staff at the Harpers Ferry Center.

There are small groupings of personal papers and manuscripts in the historical collections. Most prominent are items associated with the Ephraim Hartwell Family and their descendants. The collection also includes original artwork from some of the Margaret Sidney (Harriett Lothrop) books, including drawings by Childe Hassam and Hermann Heyer. The park monuments and buildings are documented in the collection of 19th- and early 20-century photographs and postcards that number about 1,300.

There are fewer than a dozen 18th-century objects associated with April 19 or military activities. This collection may also increase in conjunction with the visitor center exhibits currently being planned.

Restoration and preservation work in the park has created an architectural collection. It includes samples of wallpaper, paint colors and woodwork, plaster, mortar, hardware, and exterior fixtures. Most are from The Wayside, Ephraim Hartwell Tavern, and William Smith House, although some are from park buildings that have not been fully restored to date. There are also some original items, including doors and windows, from park buildings. More recent elements added to the park's historic buildings over the centuries have also been retained.

The present historical collections will not be affected by the *General Management Plan* proposal. The specifics of the expanded interpretive program, however, may require the addition of more objects to these collections. Such decisions will be reached in design concept plans and the forthcoming, updated interpretive prospectus.

B. Archival Collections

The Minute Man museum collections include two distinct archival collections: the Harriett M. Lothrop Family Papers and the Allen French Research Papers. The first has been fully processed. Inventoried and cataloged; processing of the second will be completed during 1988.

The Harriett M. Lothrop Family Papers, numbering about 11,000 items, includes manuscripts, correspondence, newspaper and magazine clippings, pamphlets, and assorted memorabilia assembled by Mrs. Lothrop and her daughter, Margaret, during the family's residence at The Wayside from 1883 until 1965. It includes a wealth of material related to 19th century literary, social, political, and preservation activities.

The Allen French Research Papers include his notes accumulated over years of study of the events leading up to the start of the Revolutionary War, with particular emphasis on the 19th of April 1775. The materials may prove useful for future scholarly inquiry.

C. Archeological Collections

Minute Man archeological collections include artifacts and other specimens as well as some records (field notes and catalogs, journals, drawings, maps, photographs, and other types of documentation). The bulk of the collection is from excavations completed during the 1960s and 1970s; some materials were excavated more recently.

The Minute Man Archeological Collection Management Project, completed in 1987, reassessed and reclassified artifacts from some 20 previous excavations. These collections, numbering more than 120,000 items, include some important 17th-century materials, a wealth of 18th- and 19th-century materials and miniscule representations of prehistoric and contemporary materials. Very little documentation exists to supplement these early collections of artifacts.

Excavations from the 1980s, including a number of excavations for 106 compliance and the early work on the parkwide Minute Man archeological project, have already unearthed at least 25,000 additional artifacts and specimens. There is detailed documentary material associated with each of these excavations. These collections are more representative of the full range of occupation of park lands, and include prehistoric artifacts as well as 17th-20th century collections of materials.

VI. COMMEMORATIVE MONUMENTS AND MARKERS

Numerous commemorative features have been added to the landscape since the fighting at The North Bridge in 1775, including several reconstructions of the bridge itself. Many of them are in or adjacent to park-owned land and help to interpret the park themes. The features, unless otherwise noted, are owned by the park.

A. Hayward Well Monument

A granite marker, surrounded by stones and boulders, purports to mark the spot where James Hayward of Acton and a British soldier stopped to drink, and, spying the enemy, mortally wounded each other. Archeological investigations fail to support the conclusion that the correct well is marked, however. The marker was erected by the Lexington Historical Society in 1885 and donated to the park by the society in 1965.

B. Bluff Monument

A granite marker, mounted on the face of the Bluff at the intersection of Old Massachusetts Avenue, Marrett Road, and Marrett Street, describes the British use of the Bluff as a rallying point.

C. Paul Revere Capture Plaque

This bronze tablet, mounted in a large boulder, describes Revere's capture, the successful escape of Dawes and Prescott, and Revere's subsequent release. It was erected prior to 1902.

D. Meriam's Corner Monument

A granite marker, erected in the stone wall at the corner, describes the Americans' attack on the British as they retreated from The North Bridge. The Town of Concord purchased the land from the owner of the John Meriam House and erected the monument. It is still owned by the town.

E. Hawthorne Centennial Plaque

This bronze tablet, mounted in a boulder, was placed along the arch path on July 4, 1904, at the exercises celebrating the centennial of Nathaniel Hawthorne's birth. Harriett M. Lothrop, noted children's author and preservationist, organized the exercises.

F. Concord Fight Plaque

A bronze tablet, mounted in a stone on the north side of the walkway leading to The North Bridge, describes the action that occurred there on April 19, 1775. The text was written by Allen French, noted Concord author and historian. The tablet is on town land administered by the National Park Service.

G. British Soldiers Grave Monument

A slate plaque, mounted in the stone wall on the south side of the walkway leading to The North Bridge, commemorates the two British soldiers who died at the fight. It is inscribed with four lines of the epic poem "Lines" by James Russell Lowell. The grave is located on town land administered by the National Park Service.

H. Battle Monument

This granite obelisk was erected in 1836 and dedicated July 4, 1837. Ralph Waldo Emerson wrote his famous "Concord Hymn" ("By the rude bridge which arched the flood ... ") to be sung at the dedication. A marble tablet, mounted on the east facade of the obelisk, relates the events of the fighting. The monument is on town land administered by the National Park Service.

I. The North Bridge

The present bridge was built in 1956, on the original site, and may resemble the original more closely than any of the earlier reconstructions. It may have been built on the original abutments but is higher above the water than was its 18th-century predecessor since the land at the west end of the bridge had to be raised about 5 feet in 1875 to create a viewing area for the Minute Man Statue.

The bridge which spanned the Concord River in this location in 1775 was removed in 1793 when a number of roads in the western portion of the town were realigned. The first reconstruction, at the time of the centennial, had a number of Victorian decorative features and was severely damaged in a flood in 1888. It was replaced with a sturdier structure that lasted for 20 years. When that bridge was severely damaged in 1908, it was replaced with a concrete structure that lasted until the flooding which followed Hurricane Diane in 1955. The bridge is owned by the Town of Concord and administered by the National Park Service.

J. Minute Man Statue

Daniel Chester French, a local artist, was commissioned to create a bronze statue of a minute man for the centennial of the fight at the bridge. The minute man, with his musket in one hand and his other hand on his coat and plow, represented the embattled New England farmer. The statue was cast at the Ames Foundry in Chickopee, Massachusetts, and mounted on a base of granite from Westford. The statue is owned by the Town of Concord and administered by the National Park Service.

The erection of the Battle Monument at the east end of the bridge had always concerned Concordians because that was the end at which the British had stood. Stedman Buttrick, grandson of Major John Buttrick, donated 1 acre of land at the west side where the old bridge had stood on the condition that the town rebuild it to allow access to the statue from the east.

K. DAR Plaque

An aluminum tablet, mounted in stone, was placed at the west end of the statue area to commemorate the sacrifice of Captain Isaac Davis of Acton, who lost his life in the fighting. The Daughters of the American Revolution donated the plaque in April 1975.

L. Muster Field Monument

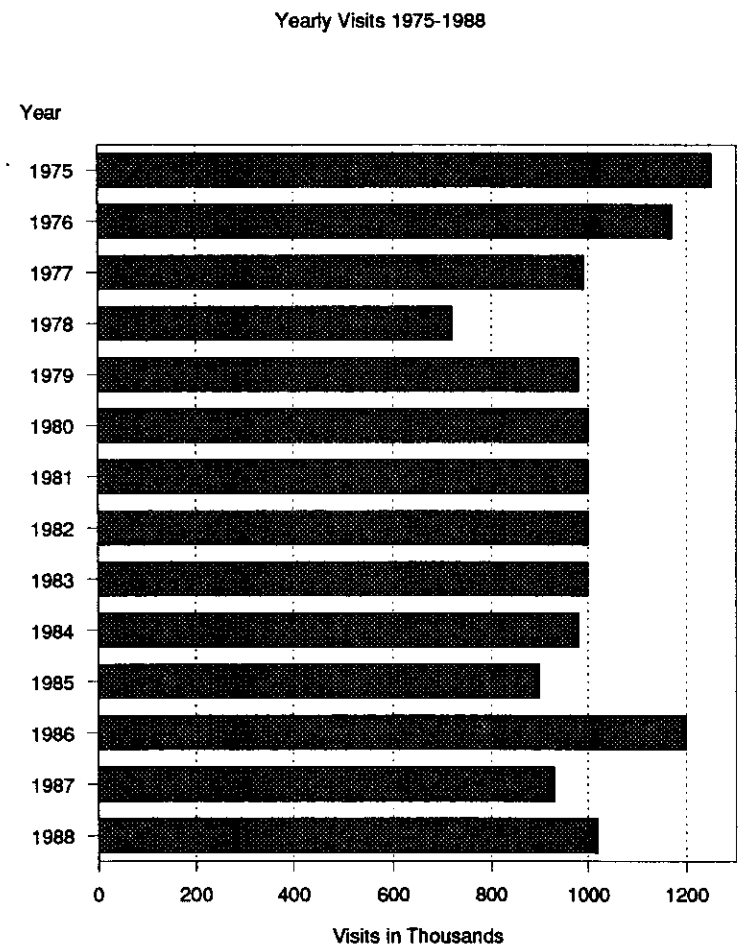
A granite marker, embedded in the stone wall on the west side of Liberty Street by the muster field, identifies it as the field where the minutemen and militia formed before marking down to The North Bridge.

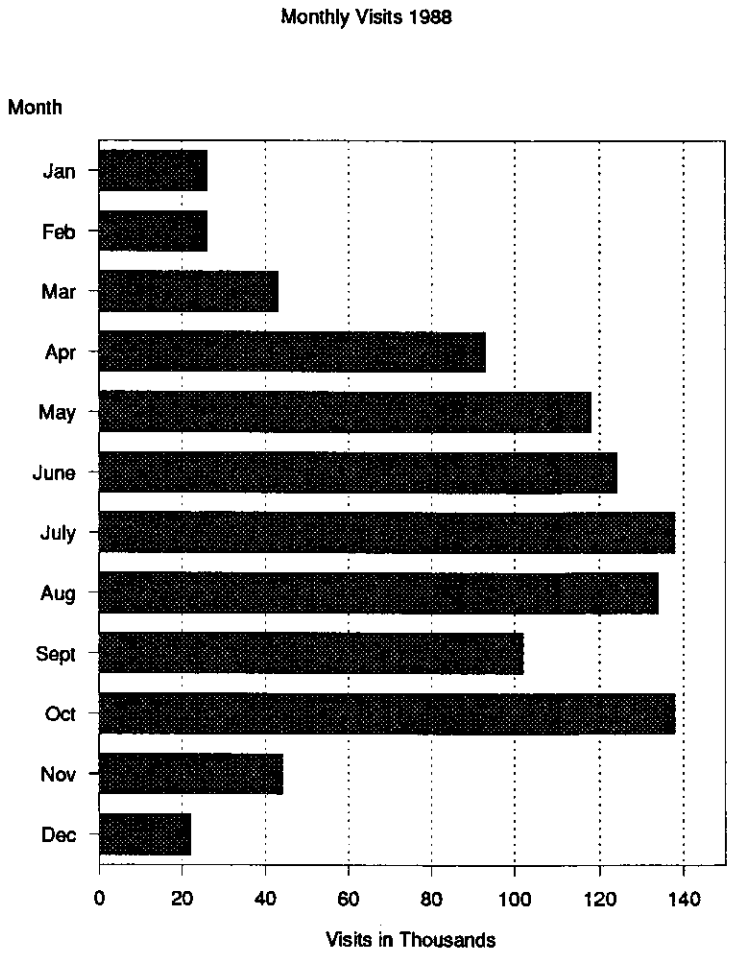
M. John Buttrick Bas-relief Monument

A bronze bas-relief of Major John Buttrick is located on the stone wall on the east side of liberty Street, near the North Bridge Visitor Center parking lot. E.T. Quinn, a sculptor in Daniel Chester French's studio, created the piece in 1915. It is mounted on an inscribed granite monument which identifies Buttrick's contributions, as well as the donation of the memorial to the town from the estate of George Edward Messer. The relief is owned by the Town of Concord.

APPENDIX D: VISITOR USE DATA

Minute Man National Historical Park





VISITOR CARRYING CAPACITY

Parking Lots and Pulloffs	Total Parking Spaces Car	Bus
North Bridge Visitor Center	44	4
North Bridge Parking (town lot)	58	4
North Bridge Overflow Parking	65	
Fiske Hill Parking Area	22	
Battle Road Visitor Center	32	12
The Wayside Parking Area	28	
Smith House	15	
Paul Revere Capture Site	8	
Hartwell Tavern	15	
Fiske Hill Pulloff	10	—
Total Spaces	**293**	**20**
Park multipliers (as determined by visitor survey)		
Visitors/car	3.4	
Visitors/bus	—	35
Total Visitors	**996**	**700**
Approximate total instantaneous vehicular carrying capacity	1,700	

APPENDIX E: CLASSIFICATION OF PARK ROADS

The classification of park roads is based on the functional classification system described in the NPS "Park Road Standards" (1984). Each park segment has been classified, according to its intended use or function, as a public use road or an administrative road.

PUBLIC USE ROADS

All roads that are intended principally for the use of visitors for access to and within the park are classified as public use roads. These roads are defined in the NPS standards and subdivided into the following four classes:

Class I: Principal Road/Rural Parkway – This road class includes main access routes, circulatory tour routes, or thoroughfares for visitors. (There are no Class I park roads in the park.)

Class II: Connector Road – Connector roads provide access to areas of scenic, scientific, recreational, or cultural interest.

Class III: Special Purpose Road – Special purpose roads provide circulation within public use areas, such as Campgrounds, picnic areas, visitor center complexes, and historic sites. They generally serve low-speed traffic and are often designed for one-way circulation.

Class IV: Primitive Road – Primitive roads provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. They frequently have no minimum design standards, and their use may be limited to specially equipped vehicles.

ADMINISTRATIVE ROADS

The administrative road category consists of all public and nonpublic roads intended principally for administrative uses. Administrative roads are subdivided into two classes:

Class V: Administrative Access Road – This class includes all public roads intended for access to administrative developments or structures, such as offices, employee quarters, or utility areas.

Class VI: Restricted Road – Restricted roads are normally closed to the public. They include patrol roads, fire roads, truck trails, and other similar roads.

Access to Minute Man National Historical Park is provided by town roads and state and federal highways. Park roads consist mainly of internal circulation roads to parking areas, administrative facilities, and historical structures.

There are no park roads in the Class I category. The only Class II road is the access road from Airport Road to the Battle Road Visitor Center. The remaining roads are Class III (internal public use circulation roads) and Classes V and VI (administrative roads). The Road Classification table shows each road's functional classification and other pertinent information.

Road Classification Table
Minute Man National Historical Park

Route Number	Road Segment From/To	Functional Classification	ADT[1]	Length Miles	Width Feet	No. Lanes	Surf.[2] Type.
010	North Bridge Visitor Center Parking Area from Liberty St. West to Liberty St. East	III	75	0.093	21	1	A
011	North Bridge Parking Area from Monument St. South to Monument St. North	III	325	0.170	26	1	A
012	Wayside House Parking off Hawthorne Ln.	III	15	0.060	21	1	A
013	Battle Road Visitor Center Parking Area from Airport Road to end of Loop	II	50	0.296	18	2	A
014	Fiske Hill Parking Area from Old Mass Ave. to Marrett Road	III	120	0.62	20	2	A
015	Revere capture site off North Great Road	III	12	0.030	25	1	G
016	Nelson Road from Battle Road Visitor Center Parking Area to Rt. 2A				FOOTPATH		
200	Old Battle Road off Mass Ave.				FOOTPATH		
201	Sargent Property Overflow Parking Area from Monument Street to end		10	0.040	FOOTPATH	1	D
400	Loop at North Bridge Visitor Center from North Bridge Visitor Area Parking Area to end of Loop				FOOTPATH		
401	North Bridge Visitor Center Service Road from Liberty Street to end	V	10	0.111	15	1	A
402	Service Road to Maintenance Barn at Visitor Center off Liberty Street	V	10	0.026	12	1	A
403	Service Road to North Bridge from Liberty Street to Bridge				FOOTPATH		
404	John Buttrick House Road from Liberty Street to Barnes Field Road	V	10	0.055	14	1	A
405	Bullet Hole House Driveway off Monument Street		V	10	0.035	10	1 A

Route Number	Road Segment From/To	Functional Classification	ADT[1]	Length Miles	Width Feet	No. Lanes	Surf.[2] Type.
406	Drive to Barn at Wayside from Lexington Road to Barn			FOOTPATH			
407	Joshua Brooks House Drive from North Great Road to House	V	10	0.055	13	1	A
408	Hartwell Tavern Service Road off Virginia Road	V	10	0.062	11		G
409	Sam Brooks House Driveway off North Great Road	V	10	0.024	13	1	A
410	Access to Maintenance Shop from North Great Road to Maintenance Area	V	10	0.024	10	1	G
411	Captain William Smith House Service Road from Virginia Road to House	VI	10	0.067	15	1	G
412	Whittemore House Driveway off Marrett Street	V	10	0.022	20	1	A
413	Service Road at Battle Road Visitor Center from Airport Road to end	V	10	0.049	18	1	T
414	Bierlich House Driveway from North Great Road to House	V	10	0.033	11	1	A
416	Service Road to North Bridge from Monument Street to Bridge					FOOTPATH	
417	Daniel Taylor House Driveway from Lexington Road to end	V	10	0.019	13	1	G
418	Buttrick Hillside Service Road from Liberty Street to end of Loop	VI	10	0.065	15	1	G
419	Muster Field Service Road from Liberty Street to end	III	10	0.066	10	1	D
420	Bedford Lane from North Great Road to Gate	V	10	0.028	15	1	G

[1]ADT average daily traffic for high six months
[2]A – bituminous concrete, G – gravel, D – dirt, T – surface treatment

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As the nation's principal conservation agency, the Department of the Interior has basic responsibility for most of our nationally owned public lands and natural and cultural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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