



MEETING POSTING

TOWN OF NANTUCKET

Pursuant to MGL Chapter 30A, § 18-25

All meeting **notices and agenda** must be filed and time stamped with the Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)

Committee/Board/s	Nantucket Historical Commission
Day, Date, and Time	Friday, March 15, 2024 10:00 AM – 12:00 PM
Location / Address	HYBRID MEETING REMOTE PARTICIPATION AND IN PERSON at 131 Pleasant Street, Nantucket
Signature of Authorized Person	Angus MacLeod (Chair)
WARNING:	IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

Angus MacLeod (Chair), Rita Carr (Vice Chair), Abby De Molina (Secretary), George Butterworth, Clement Durkes, Thomas M. Montgomery, Milton Rowland

Staff Liaison: Holly Backus

Join Zoom Meeting

<https://us06web.zoom.us/j/94332358504?pwd=N25KSGR2QldOeWFuc2tkUXcvaERGdz09>

Meeting ID: 943 3235 8504

Passcode: 770019

One tap mobile

+16465588656,,94332358504#,,,,*770019# US (New York)

AGENDA

Please list below the topics the chair reasonably anticipates will be discussed at the meeting

- Public Comment
- Staff Update
 - National Alliance of Preservation Commissions presentation to Select Board– [See February 21, 2024 SB agenda packet, pp. 16-108](#)
 - Coastal Zone Management-Board of Underwater Archaeological Resources Coastal Cultural Resources Vulnerability Assessment
- Section 106 Review – United States Coast Guard Project No. 15701843 – Replace Marine Fueling System, Station Brant Point
- Historic Tax Credits Letter of Support, 89 Easton Street (resubmittal)
- Ongoing survey work
 - Update on FY22 surveys with Public Archaeology Lab
- Video for solar guidelines, partnering with Historic District Commission
- Commission Goals
 - Section 106 Letter sent re: Milestone/Polpis Intersection
- Approval of Minutes – February 16, 2024 meeting
- Other Business

**U.S. Department of
Homeland Security**

**United States
Coast Guard**



Commanding Officer
United States Coast Guard
Civil Engineering Unit Providence

475 Kilvert St, Suite 100
Warwick, RI 02886
Staff Symbol: ENV
401.302.0296
email: Elizabeth.L.Kirkpatrick@uscg.mil

5090

March 3, 2024

SUMBITTED VIA EMAIL

Ms. Holly Backus
Preservation Planner
Nantucket Historical Commission/
Historic District Commission
2 Fairgrounds Road
Nantucket, MA 02554

Re: U. S. Coast Guard Station Brant Point, Nantucket, MA
USCG Project No. 15701843 – Replace Marine Fueling System
NHPA Section 106 Consultation

Dear Ms. Backus,

Site and Project Description

The United States Coast Guard (Coast Guard) proposes to replace a failing marine fueling system at Coast Guard Station Brant Point located at 10 Easton Street in Nantucket, Massachusetts. The objective of the work is to replace the existing diesel marine fueling system that is at the end of its lifecycle and permanently remove the gasoline marine fueling system during the January to April 2025 timeframe. Project drawings for this proposed work are provided in Enclosure (1). The proposed action shall preserve Coast Guard Station Brant Point's operational readiness in serving the Cape and Islands region and would require the following:

- 1) Removal and replacement of the marine fueling system for diesel including a 4,000-gallon aboveground storage tank (AST) in the existing location. Relocation of the associated diesel underground piping to be re-installed aboveground, including piping along the underside of the pier.
- 2) Installation of a temporary diesel AST to allow for continued marine fueling until the new permanent system is operational.
- 3) Removal of the marine fueling system for gasoline including the 500-gal AST and product piping in its entirety. This system will not be replaced.
- 4) Replacement of deck boards along the pier. The existing pier footings will remain in place.
- 5) Excavation of previously undisturbed ground is necessary for the installation of twenty-two (22) sonotubes and twenty-two (22) timber guard rail posts to support the aboveground piping. The area of disturbance for each sonotube is four (4) feet in diameter by four (4) feet in depth. The area of disturbance for each guard rail post is three (3) feet in diameter by four (4) feet in depth. All disturbed areas will be restored with loam/ seed, pavement, etc. to match existing conditions.

Area of Potential Effects

Under Section 106 of the National Historic Preservation Act of 1966, the Coast Guard must consider whether any historic property within the project's area of potential effects (APE) could be affected by the project. For the proposed project, the APE includes Station Brant Point and surrounding lands, as well as any point on the water, from which the fueling system may be seen by land or boat.

Historic Properties

At Coast Guard Station Brant Point, the keeper's house and tower, station building, garage, equipment building, boat house and neighboring lighthouse are all individually listed under criteria A and C on the National Register of Historic Places (National Register) [Reference No. 87002029](#), see Enclosure (2). Additionally, the property is located within the Nantucket Historic District, see Enclosure (3).

Determination of Effects

The proposed project to replace the marine fueling system at Coast Guard Station Brant Point minimizes the risk of adverse environmental impacts by replacing the failing diesel system and removing the gasoline system. Coast Guard Station Brant Point will not otherwise be altered. As such, the Coast Guard has determined that its proposal to replace the marine fueling system would have no adverse effect on historic properties located within the APE.

The Coast Guard respectfully requests that you provide any comments regarding this undertaking of replacing the marine fueling system in accordance with Section 106 of the National Historic Preservation Act. If you have any questions or require additional information, please contact Ms. Elizabeth Kirkpatrick at the above telephone number, mailing address, or via electronic mail at Elizabeth.L.Kirkpatrick@uscg.mil. Similar letters were sent to the State Historic Preservation Officer as well as the Wampanoag Tribe of Gay Head Aquinnah, Mashpee Wampanoag Tribe, and Narragansett Indian Tribe Historic Preservation Officers. Your assistance is greatly appreciated.

Sincerely,



Michael D. Andrews, PE
Environmental Branch Chief
By direction of the Commanding Officer

Enclosures: (1) Project Drawings
 (2) NRHP Reference No. 87002029
 (3) Nantucket Historic District Map

Enclosure 1

Project Drawings



CG STA BRANT POINT
NANTUCKET, NANTUCKET COUNTY, MASSACHUSETTS
15701843 REPLACE MARINE FUELING SYSTEM
MARINE FUEL FACILITY - DIESEL, MARINE FUEL FACILITY - GAS

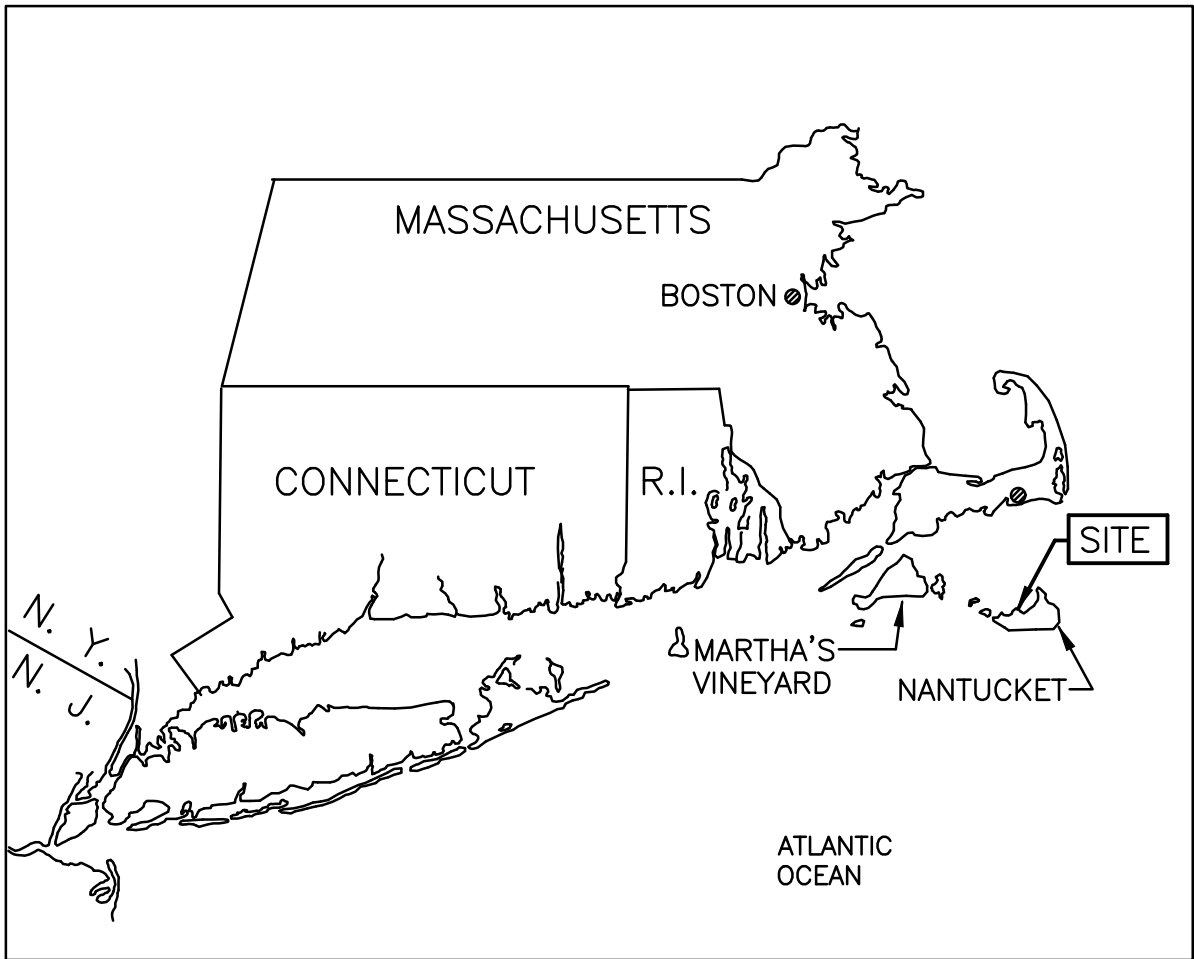
DRAWING INDEX			
SHEET ID	SHEET NO.	DISCIPLINE	SHEET TITLE
G-001	01	GENERAL	COVER SHEET
G-002	02	GENERAL	LEGEND & ABBREVIATIONS
G-003	03	GENERAL	GENERAL NOTES
MD101	04	MECH DEMOLITION	OVERALL SITE DEMOLITION PLAN
M-101	05	MECHANICAL	REPLACEMENT PLAN
M-501	06	MECHANICAL	MARINE FUELING SYSTEM DETAILS - 1
M-502	07	MECHANICAL	MARINE FUELING SYSTEM DETAILS - 2
M-901	08	MECHANICAL	SITE PHOTOGRAPHS
E-501	09	ELECTRICAL	SCHEMATIC DIAGRAMS

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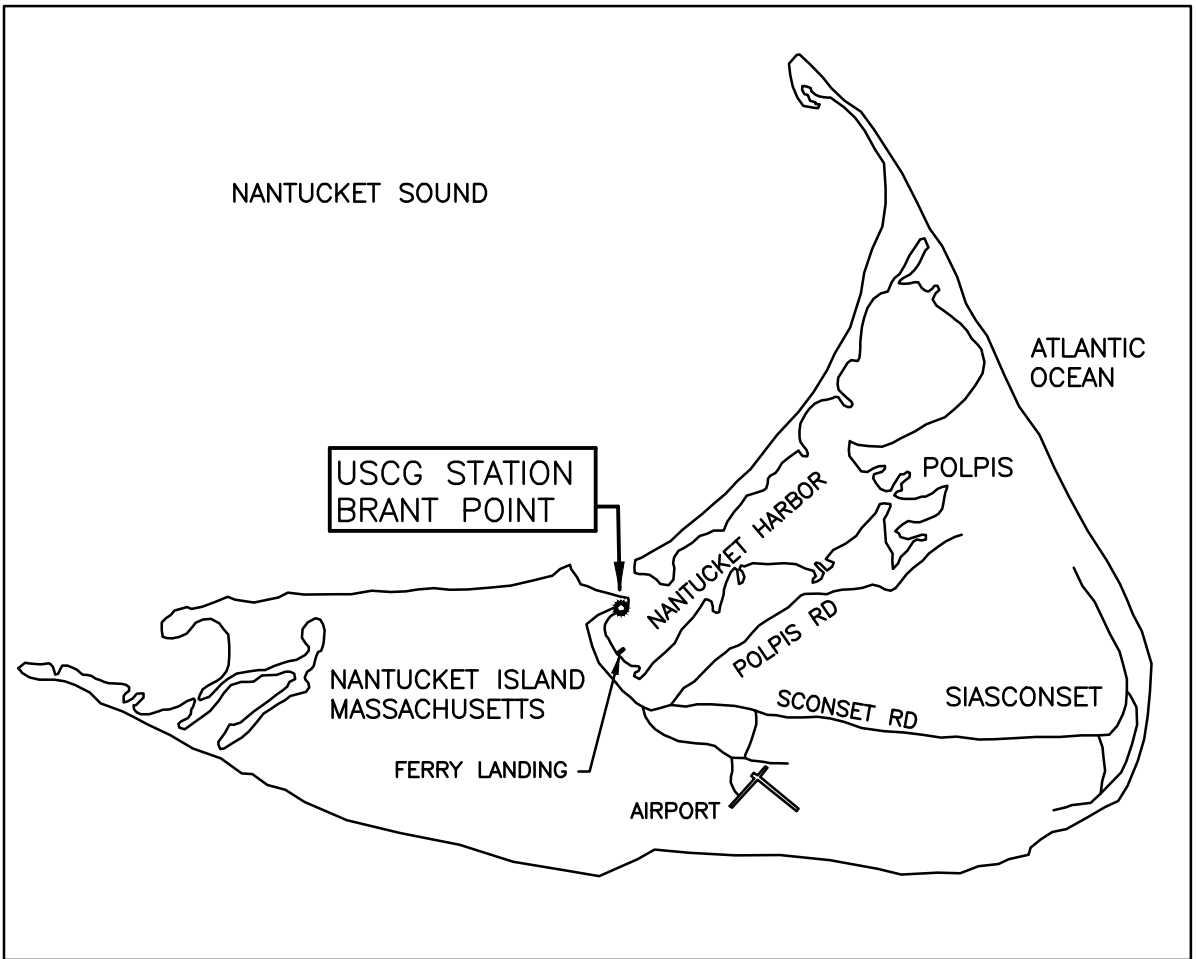
A/E COMPANY: CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST., SUITE 100 WARWICK, RI 02886		A/E PROJECT NO.: P15701843		A/E PROJECT NO.: P15701843G-001.DWG	
PROJECT ENGINEER: DAVID J. ARPIN, PE		DRAWN BY: DAVID J. ARPIN, PE		CONSULTING A/E:	
USGC DRAWING NO: P15701843	USGC PROJECT NO: P15701843	EDITED BY: 1DA	CHECKED BY: 1DA	SHEET 01 OF 09	

REPLACE MARINE FUELING SYSTEM CG STA BRANT POINT NANTUCKET MA	GENERAL COVER SHEET
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SHEET ID
MARINE FUEL
FACILITY –
DIESEL
G-001



VICINITY MAP
SCALE: NTS



LOCATION MAP
SCALE: NTS



PROJECT DESCRIPTION:

THE COAST GUARD REQUIRES DESIGN-BUILD SERVICES TO REPLACE THE EXISTING DIESEL MARINE FUELING SYSTEM AND DEMOLISH THE EXISTING GASOLINE MARINE FUELING SYSTEM AT USCG STA BRANT POINT. THE PROJECT INCLUDES ONE (1) BASE BID ITEM (BBI) AS SUMMARIZED BELOW.

1. BBI NO. 1:

RPUID 851469, MARINE FUEL FACILITY - DIESEL: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND DISPOSE OF THE EXISTING DIESEL MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO THE 4,000-GALLON AST, ASSOCIATED PIPING, VALVES, ACCESSORIES, MONITORING SYSTEMS, AND REMAINING FUEL/LIQUID/MATERIALS WITHIN AST (ASSUME 2-INCHES). NOTE THAT THE EXISTING DIESEL PIPING WAS RECENTLY INSTALLED AND SHALL BE SALVAGED FOR REUSE. ALL WORK SHALL BE PROVIDED AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 851470, MARINE FUEL FACILITY - GAS: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND DISPOSE OF THE EXISTING GASOLINE MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO THE 500-GALLON AST, ASSOCIATED PIPING, VALVES, ACCESSORIES, MONITORING SYSTEMS, AND REMAINING FUEL/LIQUID/MATERIALS WITHIN AST (ASSUME 2-INCHES) AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUD 856581, MARINE FUELING FACILITY - DIESEL (2024): PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO FURNISH AND INSTALL A REPLACEMENT DIESEL MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO A 4,000-GALLON AST, TRANSITION SUMP, DISPENSER, ASSOCIATED PIPING, VALVES, ACCESSORIES, AND MONITORING & LEAK DETECTION SYSTEM. NOTE THAT THE EXISTING DIESEL PRODUCT PIPING SHALL BE SALVAGED AND INSTALLED AS PART OF THE NEW MARINE FUELING SYSTEM. PROVIDE A TEMPORARY MARINE FUELING SYSTEM TO ALLOW FOR THE REFUELING OF THE STA BRANT POINT FLOATING ASSETS. FUEL FOR THE TEMPORARY SYSTEM WILL BE PROVIDED BY THE GOVERNMENT. ALL WORK SHALL BE PROVIDED AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 8869, GENERAL PIER: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND REPLACE PIER COMPONENTS AS NECESSARY TO FACILITATE DEMOLITION OF THE EXISTING UNDER DECK PRODUCT PIPING AS INDICATED IN THE CONTRACT DOCUMENTS.

MICHAEL P. CAROSOTTO, PE
APPROVING OFFICER DATE

MICHAEL P. CAROSOTTO, PE
TECHNICAL DIRECTOR

DAVID C. DILL, PE
BRANCH CHIEF

[illegible]

GENERAL NOTES:

1. THE SITE IS LOCATED IN NANTUCKET COUNTY, MASSACHUSETTS.
2. THESE DRAWINGS ARE NOT INTENDED TO REPLACE THE SPECIFICATIONS. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THESE DRAWINGS AND SPECIFICATIONS.
3. UTILITY SIZES AND LOCATIONS, WHEN SHOWN ON THESE DRAWINGS, ARE CONSIDERED APPROXIMATE. THE ACTUAL SIZE AND LOCATION OF UTILITIES MAY VARY FROM THOSE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATIONS OF ALL UTILITIES, GRADES, AND DIMENSIONS PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL NOTIFY THE COR OF ANY DISCREPANCIES, IN WRITING, PRIOR TO BEGINNING AFFECTED WORK. THE CONTRACTOR SHALL MAKE PROVISIONS TO ENSURE UTILITY SERVICES ARE PROTECTED AND REMAIN IN CONTINUOUS OPERATION, UNLESS OTHERWISE NOTED. A SITE UTILITY SURVEY IN THE AREA OF THE PROPOSED WORK SHALL BE CONDUCTED DURING THE DESIGN PHASE.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT DIG SAFE, THE STA BRANT POINT EPO, AND THE USCG COR A MINIMUM OF 72 HOURS (3 BUSINESS DAYS) BEFORE COMMENCING ANY EXCAVATION-RELATED WORK, IN ORDER THAT ALL AFFECTED UTILITY COMPANIES ARE NOTIFIED.
5. EXISTING CONSTRUCTION, INCLUDING UTILITIES, DRAINAGE, AND OTHER MISCELLANEOUS WORK WHICH IS TO REMAIN, SHALL BE UNDISTURBED AND PROTECTED. HOWEVER, SOME UTILITIES MAY REQUIRE TEMPORARY REMOVAL TO PERFORM THE WORK. REINSTALL TEMPORARILY REMOVED UTILITIES OR REPLACE WITH NEW MATERIALS IN-KIND.
6. LIMITED WATER AND POWER ARE AVAILABLE ON SITE. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING CONNECTIONS AS NEEDED IN COORDINATION WITH THE COR.
7. RIGHT-OF-WAY LINES, LEASE LINES, AND EASEMENT LINES, WHEN SHOWN ON THESE DRAWINGS, ARE CONSIDERED APPROXIMATE AND WERE OBTAINED FROM HISTORIC RECORDS. VERIFY AS REQUIRED TO PERFORM THE WORK SPECIFIED.
8. CONSTRUCTION LIMITS COINCIDE WITH PROPERTY LINE AS SHOWN ON THE DRAWINGS.
9. THE USCG SHALL PROVIDE A STAGING AREA WITHIN THE PROPERTY FOR THE CONTRACTOR'S USE AS SHOWN ON THE DRAWINGS OR AS AGREED TO BY THE KO DURING THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL STORE CONSTRUCTION MATERIALS WITHIN ITS DESIGNATED STAGING AREA AND SHALL NOT STORE SUCH MATERIALS IN OTHER NON-AUTHORIZED AREAS.
10. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR OBTAINING PERMITS FROM AUTHORITIES HAVING JURISDICTION (AHJ) OVER THE PROPOSED PROJECT AND ADHERING TO THEIR CONDITIONS AND REQUIREMENTS.
11. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. SAFETY PROVISIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS. THESE REQUIREMENTS SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEVELOP ERECTION PROCEDURES AND SEQUENCING TO INSURE THE PROTECTION OF EXISTING AND PROPOSED STRUCTURES AND THE SAFETY AND PROTECTION OF STATION PERSONNEL, CONSTRUCTION PERSONNEL, AND THE PUBLIC, UNLESS OTHERWISE DIRECTED BY THE COR. THIS INCLUDES THE ADDITION OF NECESSARY TEMPORARY SUPPORTS (E.G., BRACING, SHORING, SHEETING, GUYS, TIEDOWNS, ETC.). SUCH TEMPORARY MATERIALS SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
13. THE WORK SHALL BE CONDUCTED IN A MANNER THAT WILL MINIMIZE INTERRUPTIONS TO THE DAILY OPERATIONS OF USCG STA BRANT POINT.
14. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD BEFORE ORDERING ANY MATERIAL, COMMENCING ANY FABRICATION, OR PERFORMING ANY WORK. THE CONTRACTOR SHALL NOTIFY THE USCG COR, IN WRITING, OF ANY CONDITIONS OR DIMENSIONS WHICH VARY FROM THOSE SHOWN ON THE DRAWINGS AND INCORPORATE SUCH VARIATIONS IN THE CONSTRUCTION AS APPROVED BY THE USCG.
15. WATER ELEVATIONS IN NANTUCKET HARBOR/AT THE SITE ARE TIDAL AND WILL VARY.
16. THE PROPOSED WORK IS LOCATED WITHIN A FEMA VE 10 AND AE 7 FLOOD ZONE AND WILL BE INUNDATED DURING THE 100 YEAR FLOOD. THE 100 YEAR FLOOD ELEVATIONS ARE ESTIMATED AT ABOUT EL. 10 FEET AND 7 FEET (NAVD 88), RESPECTIVELY FOR THE TWO ZONES, AS SHOWN ON THE NANTUCKET COUNTY, MASSACHUSETTS FLOOD INSURANCE RATE MAP NUMBER 25019C0087G, PANEL 87 OF 177, EFFECTIVE DATE JUNE 9, 2014.
17. THE PROJECT SITE FLOODS FREQUENTLY DURING STORMS, EXTREME TIDES, AND OTHER STORM SURGE EVENTS. PROTECT GOVERNMENT PROPERTY ADDRESSED BY THE CONTRACT DOCUMENTS AND THE CONTRACTOR'S PROPERTY ON SITE IN ADVANCE OF SUCH EVENTS.
18. ALL AREAS DISTURBED DURING DEMOLITION OR CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
19. MATERIAL TO BE REMOVED SHALL BE LEGALLY DISPOSED OF OFFSITE BY THE CONTRACTOR DAILY IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS.
20. THE CONTRACTOR SHALL OBTAIN, DAILY, A BURNING PERMIT FROM THE USCG FOR ALL WELDING AND TORCH CUTTING.
21. THE CONTRACTOR SHALL PROVIDE ALL WORK AND MATERIALS NECESSARY FOR A COMPLETE SYSTEM, WHETHER SHOWN OR NOT ON THE DRAWINGS. ALL WORK SHALL BE COORDINATED BETWEEN GENERAL, MECHANICAL, CIVIL, DEMOLITION, STRUCTURAL, AND ELECTRICAL DRAWINGS.
22. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL COST ASSOCIATED WITH THIRD PARTY REINSPECTION OR RETEST WHEN PRIOR REJECTION MAKES REINSPECTION OR RETEST NECESSARY.
23. CONTRACTOR INITIATED CHANGES SHALL BE SUBMITTED IN WRITING TO THE COR FOR APPROVAL PRIOR TO FABRICATION AND CONSTRUCTION. PROPOSED CONTRACTOR CHANGES SHOWN ON SHOP DRAWINGS ONLY WILL NOT SATISFY THIS REQUIREMENT.

1. IN ORDER TO PROTECT NANTUCKET HARBOR FROM HAZARDOUS MATERIALS RELEASES DURING THE COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING PREVENTATIVE MEASURES TO AVOID ANY ENVIRONMENTAL IMPACTS. THESE MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO:
- 1.1. ALL EQUIPMENT PROPOSED TO BE UTILIZED BY THE CONTRACTOR SHALL BE IN GOOD WORKING CONDITION AND INSPECTED DAILY FOR LEAKS.
- 1.2. A SPILL KIT, ABSORBENT MATERIALS, AND CONTAINMENT BERM SHALL BE ON SITE AT ALL TIMES DURING CONSTRUCTION OPERATIONS.
- 1.3. ALL FUEL TRANSFER OPERATIONS SHALL BE CONDUCTED IN AN EFFICIENT AND SAFE MANNER IN ACCORDANCE WITH THE CONTRACTOR'S OPERATIONS MANUAL AND THE REQUIREMENTS SPECIFIED. OIL ABSORBENT DIAPERS SHALL BE PLACED UNDER ALL EQUIPMENT DURING FUELING OPERATIONS.
- 1.4. ALL HYDRAULIC EQUIPMENT OPERATING ON SITE SHALL HAVE VEGETABLE BASED, NON-TOXIC, NON-POLLUTING, AND BIO-DEGRADABLE HYDRAULIC FLUID.
- 1.5. ALL EQUIPMENT SHALL BE PROPERLY MAINTAINED AND RECORDED IN WEEKLY LOGS AS TO REQUIREMENTS FOR AND ACTUAL MAINTENANCE COMPLETED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CLEANUP AND REMEDIATION OF HAZARDOUS MATERIAL RELEASES.
- B. THE TEMPORARY MARINE FUELING SYSTEM SHALL BE INSTALLED AND OPERATIONAL PRIOR TO COMMENCING DEMOLITION AND CONSTRUCTION WORK. STA BRANT POINT VESSELS DISPLACED BY THE PROPOSED WORK WILL TEMPORARILY MOOR AT ADJACENT FLOATING DOCKS. REQUESTS TO RELOCATE MOORED VESSELS AS NECESSARY TO PERFORM THE PROPOSED WORK SHALL BE REQUESTED IN WRITING A MINIMUM OF 15 DAYS PRIOR TO THE PROPOSED WORK. THE CONTRACTOR SHALL MAINTAIN OPEN ACCESS FOR STA BRANT POINT VESSELS FROM ALL ACTIVE FLOATING DOCKS TO THE BOAT BASIN ENTRANCE AT ALL TIMES IN ORDER TO PREVENT ANY IMPACT TO STATION OPERATIONS.
- C. AREAS OF THE FACILITY NOT UNDER CONSTRUCTION SHALL REMAIN IN OPERATION DURING CONSTRUCTION. KEEP ALL CONSTRUCTION ACTIVITIES AND PERSONNEL CLEAR OF FACILITY OPERATIONS.

LAYOUT:

1. THE VERTICAL CONTROL DATUM FOR THIS PROJECT IS MLLW.
2. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN ADEQUATE SURVEY CONTROL THROUGHOUT CONSTRUCTION TO ESTABLISH AND MAINTAIN ALL LINES AND ELEVATIONS.

EXISTING CONDITIONS:

1. ADHERE TO THE REQUIREMENTS OF THESE DRAWINGS AND SECTION 02 41 00, DEMOLITION AND DECONSTRUCTION.

ELECTRICAL:

1. ADHERE TO THE REQUIREMENTS OF THESE DRAWINGS AND SECTIONS 26 00 00.00 20, BASIC ELECTRICAL MATERIALS AND METHODS; 26 05 19.00 10, INSULATED WIRE AND CABLE; AND 26 27 29.00 00, MARINA ELECTRICAL WORK.
2. ADHERE TO THE REQUIREMENTS OF THESE DRAWINGS AND SECTION 26 42 13.00 20, CATHODIC PROTECTION BY GALVANIC ANODES.

TEMPORARY ENVIRONMENTAL CONTROLS:

1. ADHERE TO THE REQUIREMENTS OF THESE DRAWINGS AND SECTION 01 57 19, TEMPORARY ENVIRONMENTAL CONTROLS.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN ENVIRONMENTAL CONTROLS AS REQUIRED BY FEDERAL, STATE, AND MUNICIPAL REGULATIONS AND PERMITS. ENVIRONMENTAL CONTROLS SHALL INCLUDE, BUT NOT BE LIMITED TO SEDIMENTATION, TURBIDITY, AND DUST.
3. THE PROJECT REQUIRES THE IMPLEMENTATION OF BEST MANAGEMENT PRACTICES (BMP) DURING CONSTRUCTION WORK TO PREVENT/MINIMIZE ENVIRONMENTAL IMPACTS DURING THE CONSTRUCTION ACTIVITY. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO:
 - A. NO DEBRIS SHALL BE ALLOWED TO ENTER THE WATER. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PLATFORM OR OTHER SUITABLE POSITIVE MEANS OF CAPTURING DEBRIS FROM CONSTRUCTION AND DEMOLITION OPERATIONS. THESE FACILITIES SHALL BE IN PLACE AND APPROVED BY THE COR BEFORE STARTING ANY DEMOLITION WORK.
5. THE CONTRACTOR SHALL PLACE CONSTRUCTION DEBRIS CONTROL DEVICES, BOOMS, TARPULINS, FLOATS, STAGING AND OTHER DEVICES NECESSARY TO PREVENT CONSTRUCTION DEBRIS FROM ENTERING THE WATER AND AIRBORNE MATERIALS FROM LEAVING THE IMMEDIATE VICINITY OF THE SITE.
6. DEMOLITION DEBRIS FALLING INTO THE WATER SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR. UNDERWATER INSPECTIONS MAY BE CONDUCTED BY THE USCG TO VERIFY THAT THE CONTRACTOR HAS REMOVED ALL DEMOLITION AND CONSTRUCTION DEBRIS FROM THE MUDLINE.

CONSTRUCTION SEQUENCING:

1. STA BRANT POINT IS AN ACTIVE USCG INSTALLATION AND WILL MAINTAIN CONTINUOUS OPERATION THROUGHOUT THE COMPLETION OF THIS PROJECT. ACCORDINGLY, THE CONTRACTOR SHALL NOT INTERFERE WITH STATION OPERATIONS OR IMPEDE UPLAND OR WATER BASED ACCESS. ACCESS TO EMERGENCY RESPONSE VESSELS AND THE ABILITY TO GET UNDERWAY SHALL BE CONTINUOUSLY MAINTAINED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING APPROVAL TO BEGIN EACH PHASE OF WORK IN COORDINATION WITH THE KO, WHO WILL BE ADVISED BY THE STA BRANT POINT OFFICER IN CHARGE.
3. CONTRACTOR CONSTRAINTS TO SEQUENCING ARE AS FOLLOWS:
 - A. DESIGN, APPROVAL, FABRICATION, AND DELIVERY OF THE AST, SUMPS, DISPENSER, LEAK DETECTION SYSTEM, EMERGENCY SHUT-OFF, PUMPS, PIPING, ELECTRICAL, AND ALL REQUIRED ITEMS AND MATERIALS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO BEGINNING ANY WORK ON SITE IN ORDER TO MINIMIZE THE AMOUNT OF TIME THAT THE STATION IS IMPACTED AND THE MARINE FUELING SYSTEM IS OUT OF SERVICE.



0	CONSTRUCTABILITY REVIEW	DEC 2023		
MARK	DESCRIPTION	DATE		
PLOTING SCALE: 1:1		SCALE: AS SHOWN		

A/E PROJECT NO.:	
CONSULTING A/E:	

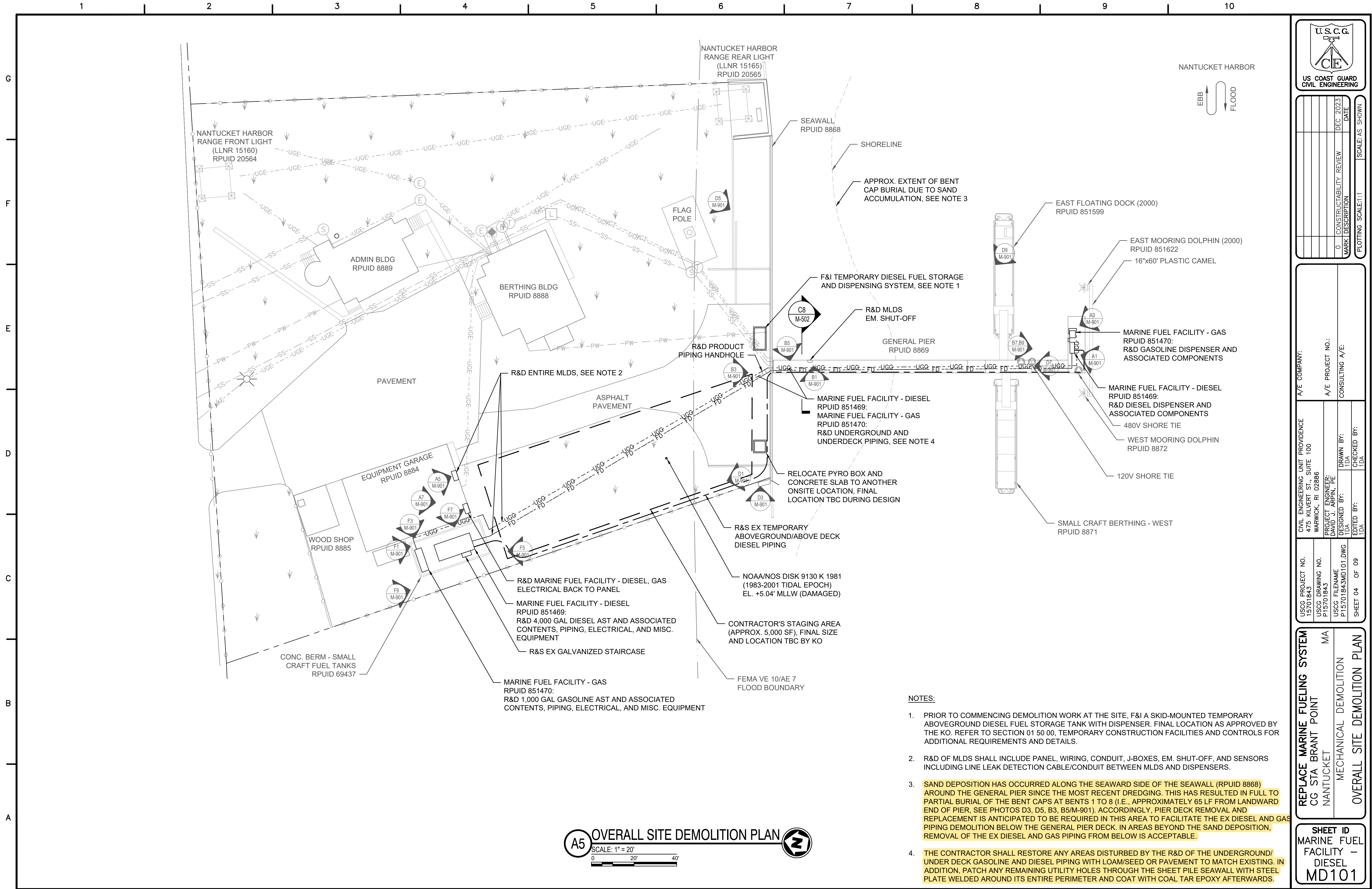
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 WARWICK, RI 02886

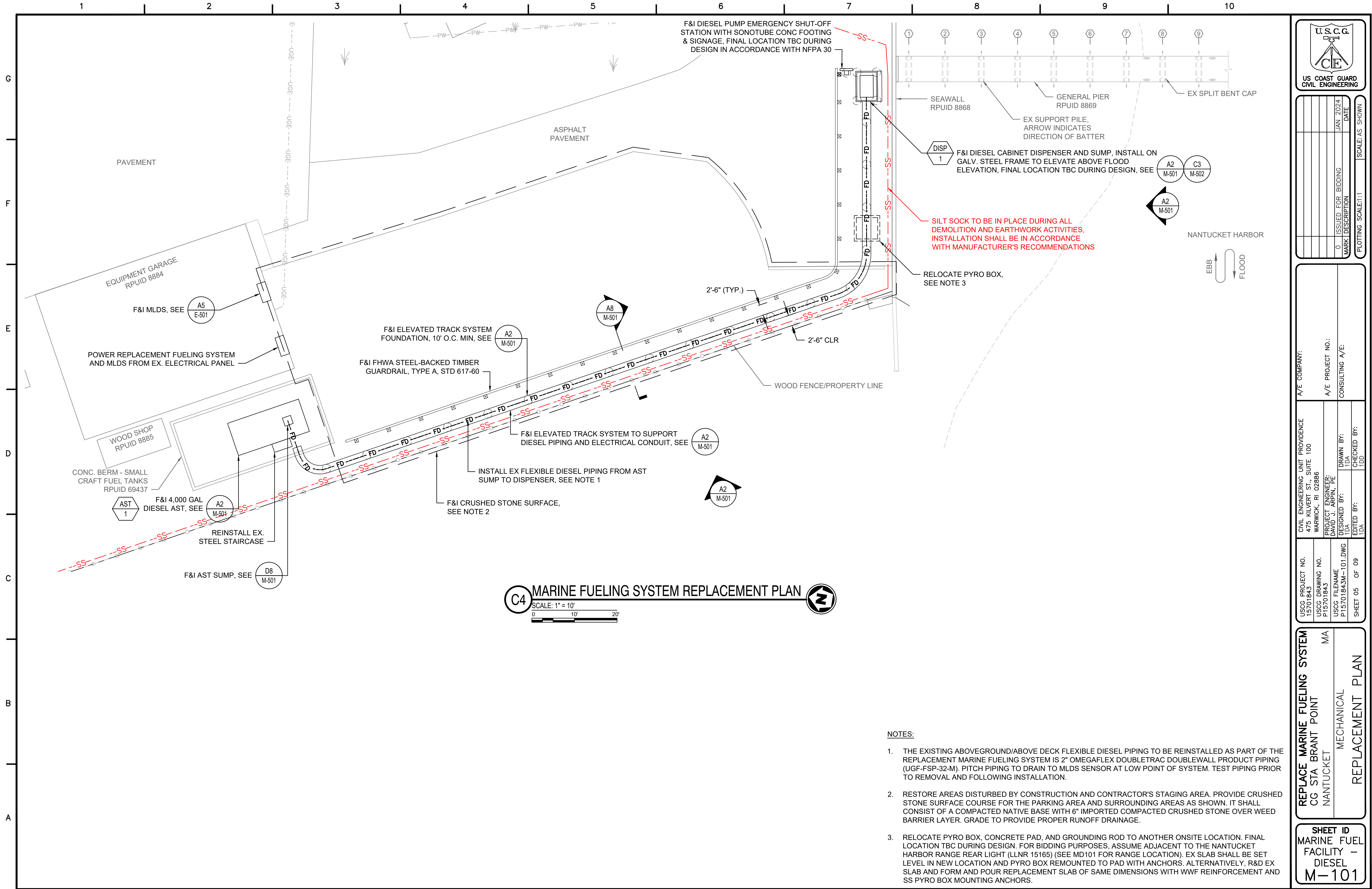
PROJECT ENGINEER: DAVID J. ARPIN, PE	
DESIGNED BY: 1DA	DRAWN BY: 1DA
EDITED BY: 1DA	CHECKED BY: 1DA

15701843	USCG DRAWING NO. P15701843	USCG FILENAME P15701843G-003.DWG	SHEET 03 OF 09
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CG STA BRANT POINT NANTUCKET	MA
GENERAL	
GENERAL NOTES	

SHEET ID
MARINE FUEL
FACILITY -
DIESEL
G-003







US COAST GUARD
CIVIL ENGINEERING

ISSUED FOR BIDDING	JAN 2024	DATE
MARK DESCRIPTION		

PLOTTING SCALE: 1" = 10'

SCALE: AS SHOWN

A/E COMPANY:

CIVIL ENGINEERING UNIT PROVIDENCE
475 KILVERT ST., SUITE 100
WARWICK, RI 02886

A/E PROJECT NO.:

PROJECT ENGINEER:
DAVID J. ARPIN, PE

CONSULTING A/E:

DRAWN BY:
TDA

CHECKED BY:
TDA

USCG PROJECT NO.
15701843

USCG DRAWING NO.
P15701843

USCG FILENAME
P15701843M-101.DWG

SHEET 05 OF 09

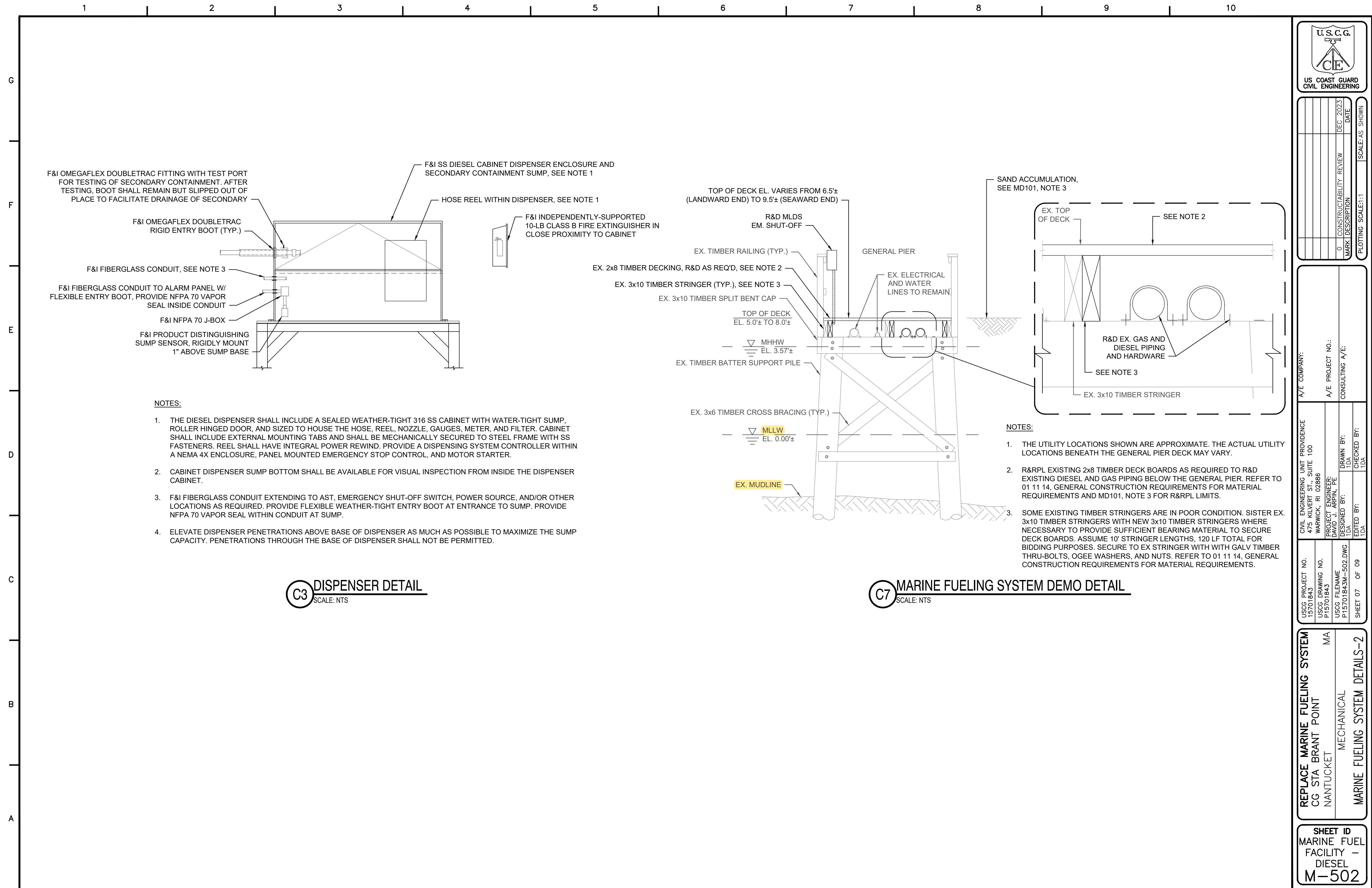
REPLACE MARINE FUELING SYSTEM
CG STA BRANT POINT
NANTUCKET

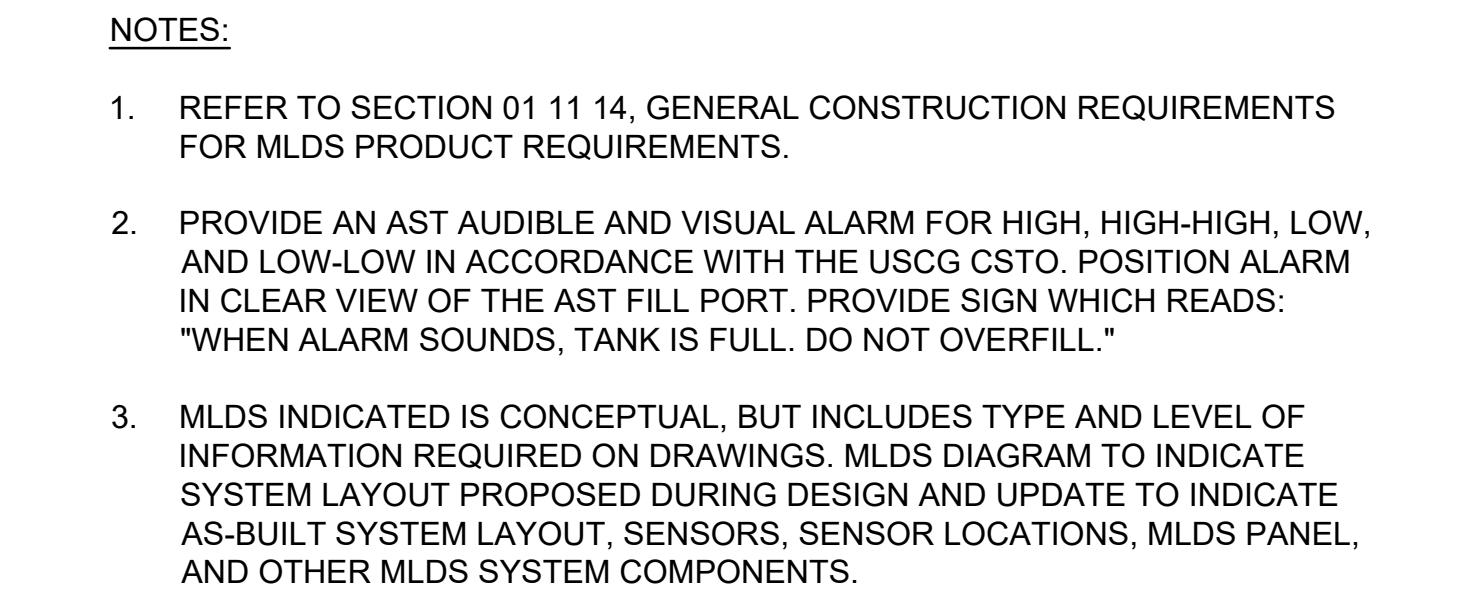
MA

MECHANICAL

REPLACEMENT PLAN

SHEET ID
MARINE FUEL
FACILITY -
DIESEL
M-101





U.S. Coast Guard
Civil Engineering

[illegible]

USCG PROJECT NO. 15701843	CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST., SUITE 100 WARWICK, RI 02886		A/E COMPANY:
USCG DRAWING NO. P15701843	PROJECT ENGINEER: DAVID J. ARPIN, PE		A/E PROJECT NO.:
USCG FILENAME P15701843E-501.DWG	DESIGNED BY:	DRAWN BY:	CONSULTING A/E:
SHEET 09 OF 09	EDITED BY:	CHECKED BY:	
	10A	10A	

REPLACE MARINE FUELING SYSTEM CG STA BRANT POINT NANTUCKET	ELECTRICAL SCHEMATIC DIAGRAMS
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SHEET ID
MARINE FUEL
FACILITY –
DIESEL
E-501

Enclosure 2

NRHP Reference No. 87002029

LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION

LIGHTHOUSE INFORMATION FORM

NUMBER 7

MASSACHUSETTS HISTORICAL COMMISSION
80 Boylston Street, Boston, MA 02116

See NHL File, Nantucket Historic District,
Listed 11/13/66

PHOTOGRAPH KEY

Leslie Fox - MHC - Aug. 1981

1. Brant Point Light;
tower; walkway (1961)
2. Inactive tower and attached
keeper's house (1856-57)

HISTORIC NAME: Brant Point Light Station

TOWN: Nantucket, MA

LOCATION: Brant Point

COUNTY: Nantucket CODE: 019

CONGRESSIONAL DISTRICT: 10th

LOCATION OF LEGAL DESCRIPTION:

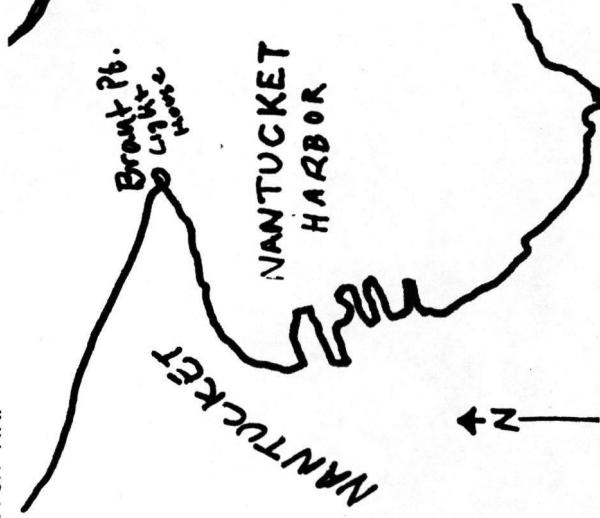
County Registry of Deeds Nantucket

ceded to U.S. Government - 1795

VERBAL BOUNDARY DESCRIPTION:

The nomination is confined to the
Coast Guard station at Brant Point

SKETCH MAP



LAT./LONG.: 41 17'23"/70 5'26"

UTM COORDINATE: 19/408/500/4571/200

USGS QUADRANGLE: Prov.RI.,Mass., Conn.

SCALE: 1:250,000

ACREAGE: 3.2

OWNER(S): U.S. Coast Guard

First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110

STATUS: Unmanned/Active

RECORDED BY: Leslie Fox

ORGANIZATION: MHC

DATE: August 1981

SITE DESCRIPTION

Brant Point Light is located on the very end of a spit of sand which forms the west side of the entrance to Nantucket Harbor. It is situated on 1.7 acres of a small sandy beach at the end of a residential street. The Brant Point Light Station can be found about 1/4 mile from the lighthouse, on this same road, overlooking the harbor. Between the Station and the Light are two or three one-family shingled houses. For navigators, Brant Point Light is a necessity both as a daymark and as a night aid, and is the first structure seen when approaching the island.

Major Elements Description

This nomination form is concerned mainly with the active 1901 tower, although several other structures comprise the Brant Point complex. These other components include: a dismantled and abandoned light tower and attached keeper's dwelling (1856-57), two wood frame range lights (1908), a boathouse (1936), a lifesaving station (1934; moved to this site from Coskade c. 1950), an equipment building (1938; moved to this site from Maddaket c. 1950), and an oil house/storage shed (early 19th century?). Minor components are a drill pole, aerial antenna and gasoline facilities. The 1901 tower, the 1856-57 dismantled tower and attached keeper's house, and the oil house are considered contributing components of this nomination. The range lights are important to navigational history, but the present structures are not significant. The lifesaving station and boathouse possess some historical merit but do not directly relate to the theme of this nomination.

TOWER:

Exterior:

A long elevated, wooden, uncovered walkway runs over the sandy beach to the white, shingled, 26' cylindrical tower. The shingles project out at the bottom of the tower, but are flush with the wall at the top.

Door:

Access is made through a 6-panel wooden door, which measures 2'6" x 6'4".

Windows:

Two 1/1 full sized windows with wooden frames are located in the tower on the side facing inland. One is on the ground floor and the other is directly above the first, just under the lens room. A third window, also 1/1 although smaller in size, overlooks the harbor on the other side of the tower on the ground floor.

Wall:

The exterior wall is 16" thick on the ground floor.

Interior:

The small entryway is 52" wide and 48" long. A simple wooden door leads into the tower itself.

Floor:

The floor is composed of sheathed wood, which is painted. It measures 10'4" in diameter. A wooden cupboard, 35" x 7' x 7' x 60", stands in one corner.

Stairs:

Opposite the cupboard are the wooden stairs. They run flush against the wall and are solid, of a simple design. A very simple block railing runs up the staircase. Each step measures 34" long x 6" at the narrow end, 10" in the middle, and 13" at the wide end. Twelve stairs run up to a wooden landing. The wooden window frame on this level is 26 1/2" x 42", and is 1/1 double hung. All the walls in the tower are painted plaster, with the exception of the lens room.

Lens Room:

An 8-step wooden ladder leads up to the lens room through a wooden trap door. The walls are vertically sheathed wood. The lens room is 10-sided and has 5 bronze air vents located within the walls. These vents are circular, and are housed within a square piece of metal.

Lens:

The original Fresnel lens has been modernized, but remains predominantly in its original condition. It has very small bronze fittings.

Vent:

The original smoke vent is intact, situated just above the lens.

MAJOR ELEMENTS DESCRIPTION page 2

Windows:

The wall from the floor to the windows and around the half door leading onto the balcony. A huge grab bar is located near the half door.

Balcony:

The iron balcony is 26" wide. The railing, probably original, is a simple one, consisting of two bars of iron running 36" between each post. The iron posts are 39" high, topped by an iron ball.

STATION
BUILDING:

The barracks, a two-story wooden frame building with full basement and brick and cement foundation, was constructed at Coskata Lifeboat Station after fire destroyed the original building in 1934. When Coskata Lifeboat Station was abandoned, the structure was transferred to Brant Point on a barge in the fall of 1950. It is a white-painted, shingled building. The ground floor is used for administrative offices, mess deck, recreation room and galley. The second floor is used for barracks purposes only. The crew's head is on this floor. The basement is used for a laundry room, dry stores storage, drill room, flag storage, for the storage of nonflammable paints and houses the unit's heating plant. Another room, offset from the rest of the basement, is used for the emergency generating plant.

EQUIPMENT
BUILDING:

The equipment building was formerly for the equipment building at Maddaket Lifeboat Station at the west end of Nantucket Island. It was floated to Brant Point in 1934. It is a wood frame, shingle-roofed building of two stories. The lower floor consists of four large stalls for the unit's vehicles, a shop room and heater. It has four large overhead doors on the east side and one small door on the south side. The upper level is used for storage spaces and a recreation room.

KEEPER'S
HOUSE AND
TOWER (1856)

The keeper's house, which is assigned to the Officer-in-Charge, is a two story brick structure, with shingled roof and cement foundation. The basement is used for storage purposes and a heating plant. In the base of an abandoned lighthouse on the front (north) side of the building is the switch which operates the East Jetty Fog Horn.

BOATHOUSE:

The boathouse is a wooden, shingle-roofed structure on pilings. It consists of two floors. The main floor is for the inclement weather storage of the unit's small boats and is the storage locker for spare parts. There is also one battery charger and a hoisting engine. Line, shackles, blocks, tackles, etc. are stowed on the second floor.

Chronological_History

- 1746 - The Town of Sherborn (later changed to Nantucket), voted to build a lighthouse on Brant Point.
- 1758 - The first light burned, another was built.
- 1774 - The second light was blown down in a storm, so a third wooden lighthouse was erected (both the first and second lights were built at a cost to the town, not the Commonwealth). The keeper at Brant Point collected six shillings from each vessel to help the costs of maintenance, beginning August 1, 1774.
- 1783 - The third light burned. The Town of Sherborn built another, and continued to collect a fee from vessels using the harbor. (Boston Light also collected a fee). The last light, according to the Coast Guard records, was actually little more than a beacon.
- 1786 - This "beacon" was replaced by another.
- 1788 - The second "beacon" was blown down in a story. A lighthouse was built again by the town.
- 1795 - Sherborn changed its name to Nantucket. On June 23, the Grant of the Commonwealth of Massachusetts stated that "The United States derives its title to the Light House situate on Brant Point at the entrance of the Harbor of Nantucket, together with the land and tenements..." The lighthouse that was ceded to the U.S. was, in fact, the sixth lighthouse at Brant Point.
- 1825 - The sixth lighthouse was condemned. The seventh light was built onto the keeper's dwelling.
- 1839 - A piece of land was sold to the U.S. as a possible site for "Harbor Lights". It consisted of 42 acres, and probably includes the land on which the Light Station now stands.
- 1854 - Congress appropriated \$15,000 for rebuilding the lighthouse at Brant Point. The towers was described as follows: "The foundation of the tower is of concrete 2 feet thick and 18 feet in diameter. The base is of hammered granite laid in a course 2 feet thick to a height of 12 feet. The interior of the base forms a cystem, where water may be caught for household purposes. The lamp is of cast iron with 12 lights of plate glass. The lantern was a catadioptric apparatus of the fourth order, commonly known as the Fresnel Light". This was one of the first lighthouses in the U.S. to have a Fresnel lens installed.
- 1856 - The tower (present dismantled one) and attached keeper's house were built.

Chronological History

- 1900 - It was necessary to move the light because of changes made to the channel. A fixed red beacon light was erected 600' from the tower due to the shifting channel and the need to warn navigators of this change.
- 1901 - The present tower was built. It was the tenth light (including beacons) and was situated at the extremity of Brant Point.
- 1908 - The two wooden towers were built. To navigators, when lined up, the towers represented the center of the existing 300' wide dredged channel, on the entrance into the harbor. While these range light guided mariners into the harbor, the 1901 light continued to mark the point itself.
- 1931 - The seawall was built.
- 1936 - The boathouse (1 1/2 story wood frame, 30 1/2' x 58') and the launchway were built.
- 1950 - A 1934 Station Dwelling was moved from Coskada and a 1938 Equipment Building was moved from Maddaket.
- 1959 - A bell tower located at the site was removed. The candlepower was increased from 900 to 1400.
- 1975 - Brant Point was nominated as a National Landmark as an element of the Nantucket NHL District.
- 1981 - The tower has 13,000 candlepower and is visible for 10 miles.
- 1982 - MHC approved moving of the 1936 boathouse to another site of Nantucket's waterfront.
- 1983 - The Brant Point Station Complex which includes the 1856 abandoned light tower and attached brick keepers dwelling was totally renovated in 1983. The Coast Guard plans to convert the abandoned light tower for use as a communications and watchstanders room. This conversion is an adaption on the lanternhouse theme.

Level of Significance

The Brant Point Light Station possesses integrity of location, design, materials and workmanship as well as associations with the development of aids to navigation in Massachusetts. Although none of its 18th century components survive, it continues to mark an important navigational point with in the Nantucket National Landmark District. It meet criteria A & C of the National Register of Historic Places as well as survey criteria 2a, 4b and 5a.

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Brant Point Light Station (Lighthouses of Massachusetts TR)
Nantucket County
MASSACHUSETTS

Working No. 428/82

Fed. Reg. Date: _____

Date Due: 6/18/87

Action: _____

☒ RETURN 6-15-87

☐ REJECT

Federal Agency: USGG-DOIT

- ☒ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: ☒ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category

Ownership
Public Acquisition

Status
Accessible

Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one
☐ unaltered
☐ altered

Check one
☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadangle name _____
UTM References _____

Verbal boundary description and justification

Please provide scale for sketch map or define the extent of the "Coast Guard Station" boundaries.

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
☐ Photographs
☐ Other

Questions concerning this nomination may be directed to _____

Signed Attyen Date 6-15-87 Phone: _____

LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION

LIGHTHOUSE INFORMATION FORM

NUMBER 7

MASSACHUSETTS HISTORICAL COMMISSION
80 Boylston Street, Boston, MA 02116

See NHE File, Nantucket Historic District,
Listed 11/13/66

PHOTOGRAPH KEY

Leslie Fox - MHC - Aug. 1981

1. Brant Point Light;
tower; walkway (1901)
2. Inactive tower and attached
keeper's house (1856-57)

HISTORIC NAME: Brant Point Light Station

TOWN: Nantucket, MA

LOCATION: Brant Point

COUNTY: Nantucket CODE: 019

CONGRESSIONAL DISTRICT: 10th

LOCATION OF LEGAL DESCRIPTION:

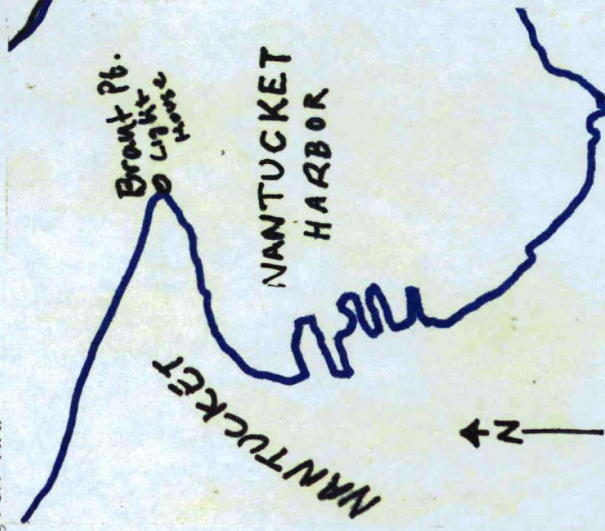
County Registry of Deeds Nantucket

ceded to U.S. Government - 1795

VERBAL BOUNDARY DESCRIPTION:

The nomination is confined to the
Coast Guard station at Brant Point

SKETCH MAP



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Chronological History

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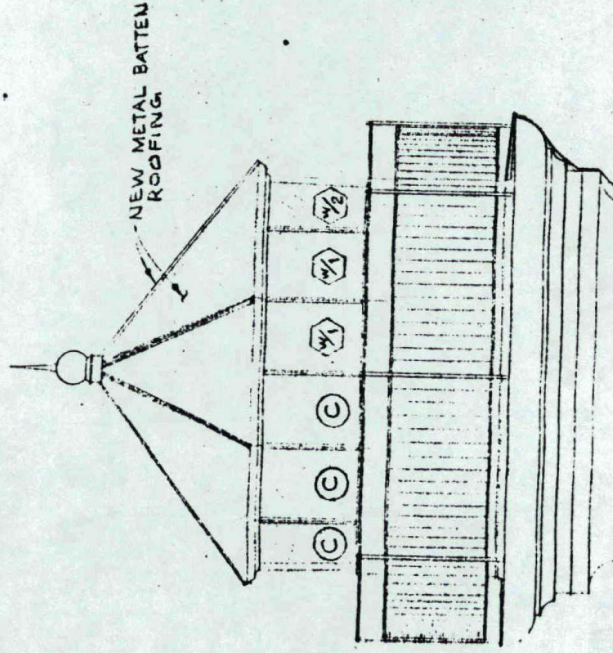
LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION

Lighthouse #7
page 6

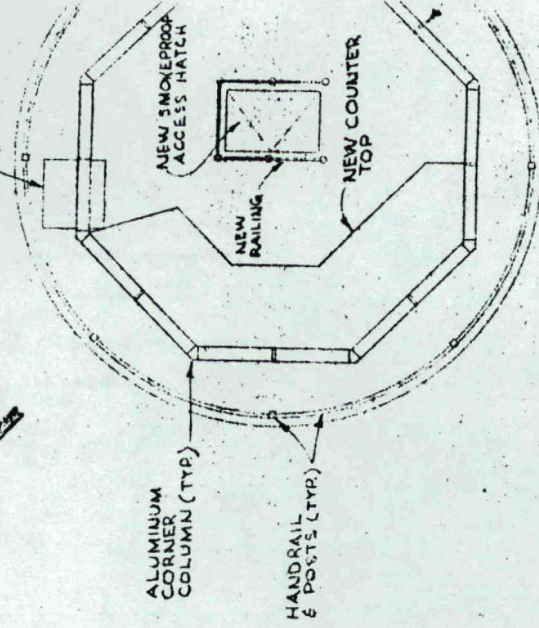
Level of Significance

The Brant Point Light Station possesses integrity of location, design, materials and workmanship as well as associations with the development of aids to navigation in Massachusetts. Although none of its 18th century components survive, it continues to mark an important navigational point within the Nantucket National Landmark District. It meets criteria A & C of the National Register of Historic Places as well as survey criteria 2a, 4b and 5a.

LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION



PLAN

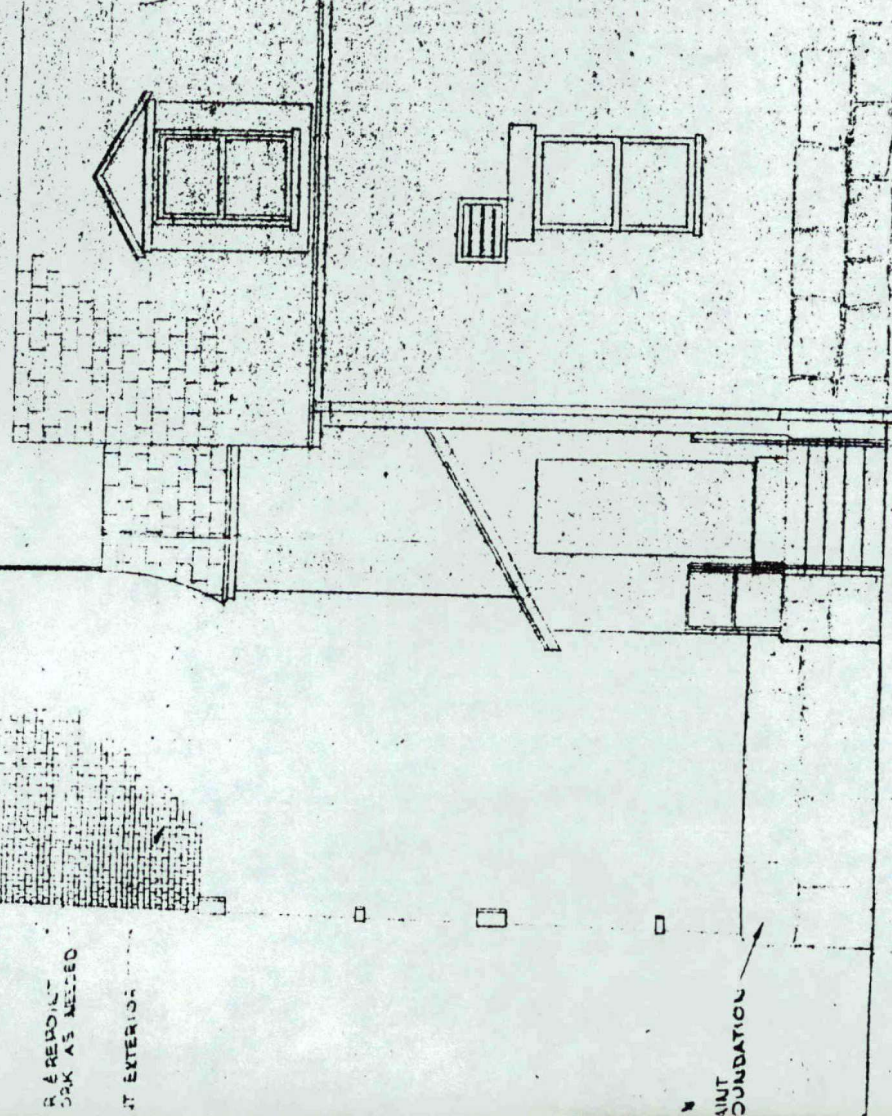


LIGHTNING PROTECTION
CONNECT TO GROUND

R & REPOINT
DARK AS NEEDED

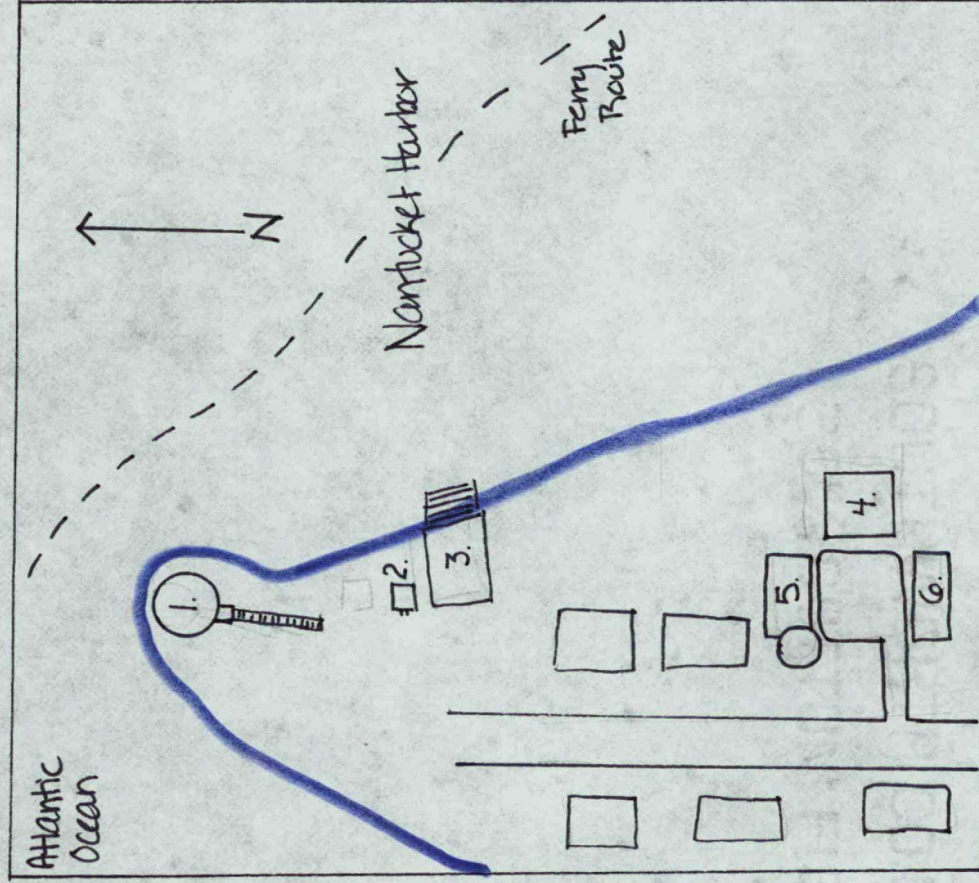
AT EXTERIOR

PAINT
FOUNDATION



MAY 4 1987

BRANT POINT
LIGHT C. 1856



Brant Point Light and Station

1. Tower and walkway
2. Oil house
3. Boathouse
4. Life Station
5. Old Keeper's Dwelling
with attached (dismantled) tower
6. Garage

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received MAY 4 1987
date entered

Continuation sheet

Item number

Page 374

Multiple Resource Area
Thematic GroupName Lighthouses of Massachusetts TR
State MASSACHUSETTS

Nomination/Type of Review

Date/Signature

21. Hospital Point Light Station

Keeper

Melrose Bynum 9/28/88

Attest

22. Graves Light Station

Keeper

Melrose Bynum 9/28/88

Attest

23. Annisquam Harbor Light Station

Keeper

Melrose Bynum 6/15/88

Attest

The Beacon

Keeper

Melrose Bynum 6/15/88

Attest

25. Bird Island Light

Keeper

Melrose Bynum 9/28/88

Attest

26. Borden Flats Light Station

Keeper

Melrose Bynum 6/15/88

Attest

27. Boston Light Station

Keeper

Melrose Bynum 6/15/88

Attest

28. Brant Point Light Station

Keeper

Melrose Bynum 9/28/88

Attest

29. Butler Flats Light Station

Keeper

Melrose Bynum 6/15/88

Attest

30. Cape Poge (Pogue) Light

Keeper

Melrose Bynum 9/28/88

Attest

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Brant Point Light Station
(Lighthouses of Massachusetts TR)
Nantucket County
MASSACHUSETTS

Working No. 4128/826
Fed. Reg. Date: 02/01/88
Date Due: 10/30/87
Action: ☒ ACCEPT ☐ RETURN
☐ REJECT
Entered in the
National Register
Federal Agency: USCG

- ☒ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category Ownership
Public Acquisition

Status
Accessible

Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect
Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Lighthouses of Ma., TR

Brant Pt. inactive
tower

12.

AUG 1981



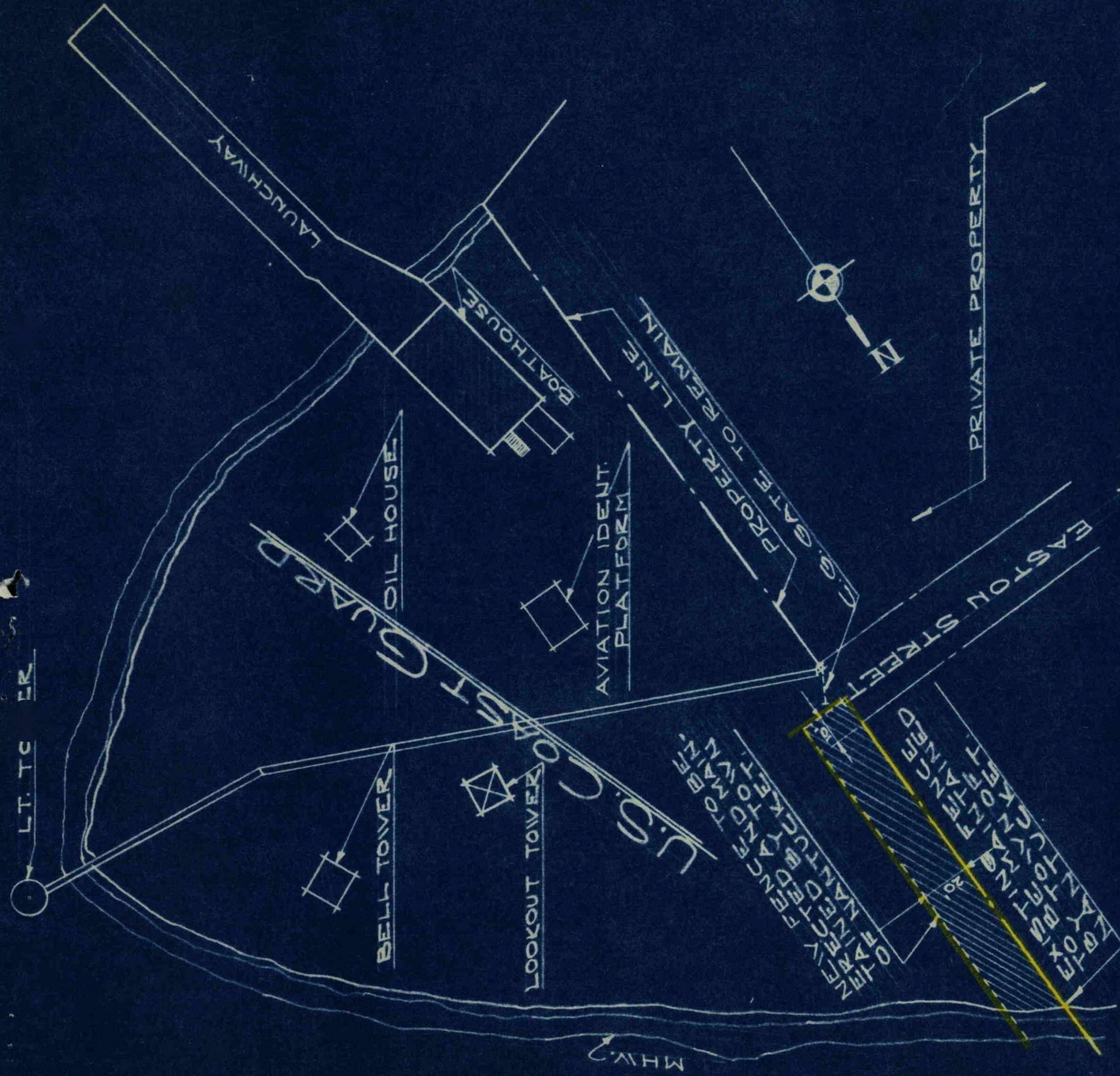
Light horses of Ma, TR

Brant Pt. Light

2.

AUG 1981

U. F. M.



U.S.C.G. FIRST DISTRICT BOSTON, MASS.

CIVIL ENGINEERING

DE.
DR. W.E.S.
TR.
CK'D. *Gamb*

BRANT POINT LB/STA:
PLOT PLAN SHOWING
LAND GRANTED TO THE
TOWN OF NANTUCKET
, UNDER REVOCABLE

五

SCALE
1"=60'-0"

APPROVED *airland* DATE *1-6-55*
U.S.C. CH. OF DIV.

C. G. DRAWING NO.

5041

LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION

LT. TOWER

BELL TOWER

LOOKOUT TOWER

U.S. COAST GUARD

OIL HOUSE

BOATHOUSE

AVIATION IDENT.
PLATEDEM

PROPERTY LINE
U.S. GATE TO REMAIN



PRIVATE PROPERTY

PRIVATE PROPERTY

U.S. COAST GUARD
FENCE TO BE
REMOVED
BY NANTUCKET
TOWN
U.S. COAST GUARD
FENCE TO BE
REMOVED
BY NANTUCKET
TOWN

U.S.C.G. FIRST DISTRICT BOSTON, MASS.

CIVIL ENGINEERING

DE.
DRAWING
TR.
ICKP. (SMB)
JAN 10, 1935
CH. SECT.

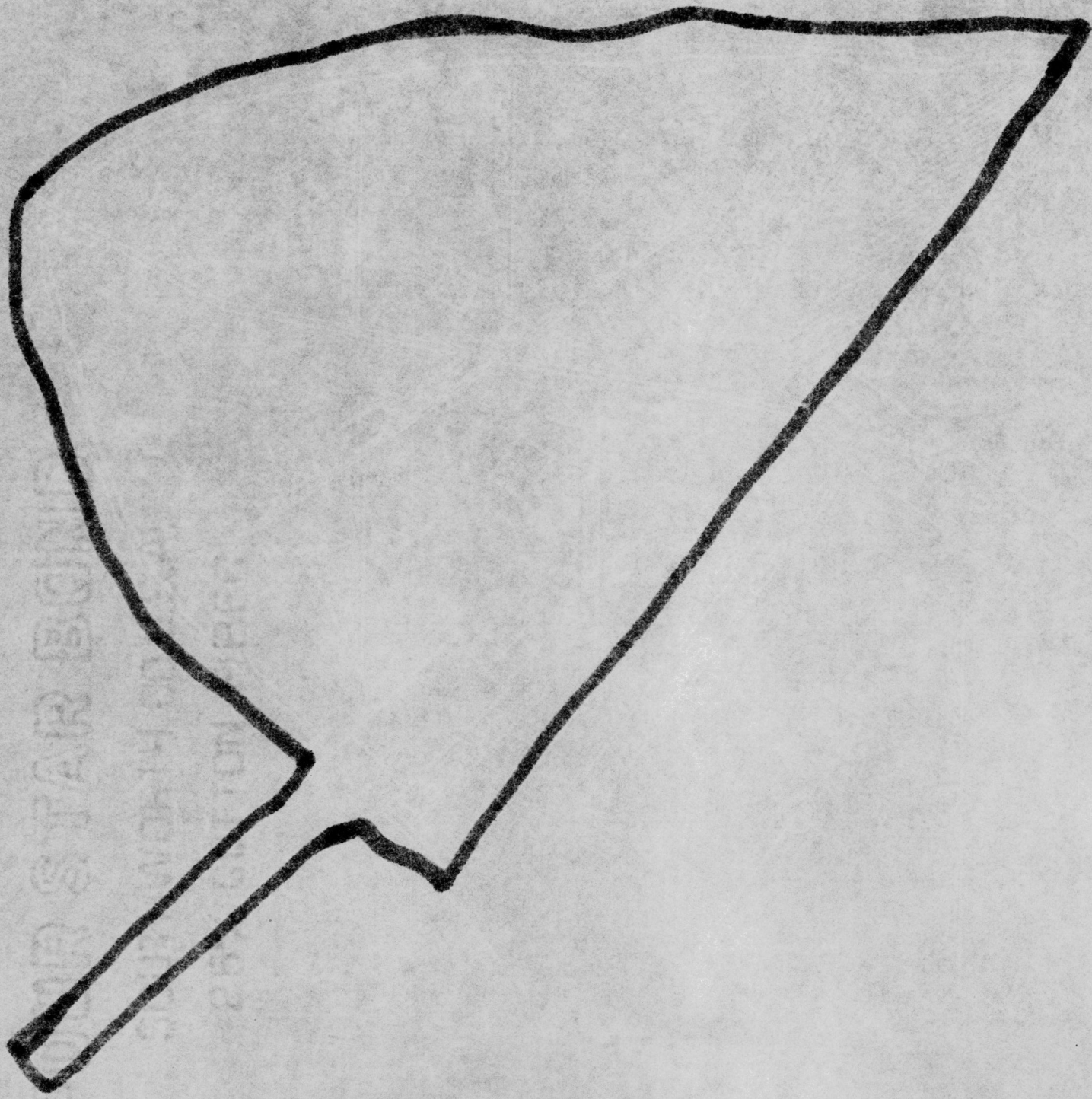
BRANT POINT LB/STA.
PLOT PLAN SHOWING
LAND GRANTED TO THE
TOWN OF NANTUCKET
UNDER REVOCABLE
PERMIT.

APPROVED
DATE 1-6-35
U.S.C.G. CH. OF DIV.

C.G. DRAWING NO.

5041

1" = 60'-0"



LIGHTHOUSES OF MASSACHUSETTS
THEMATIC GROUP NOMINATION

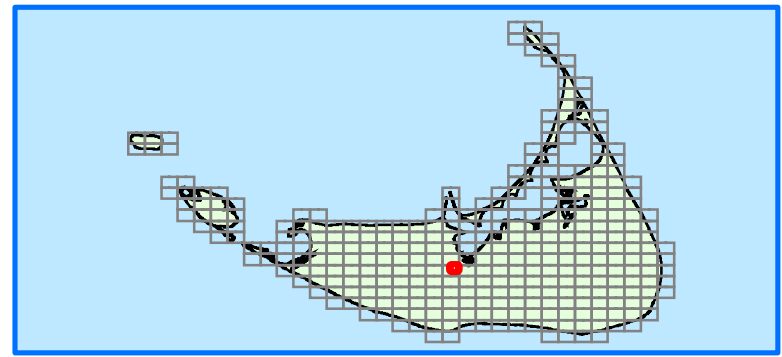
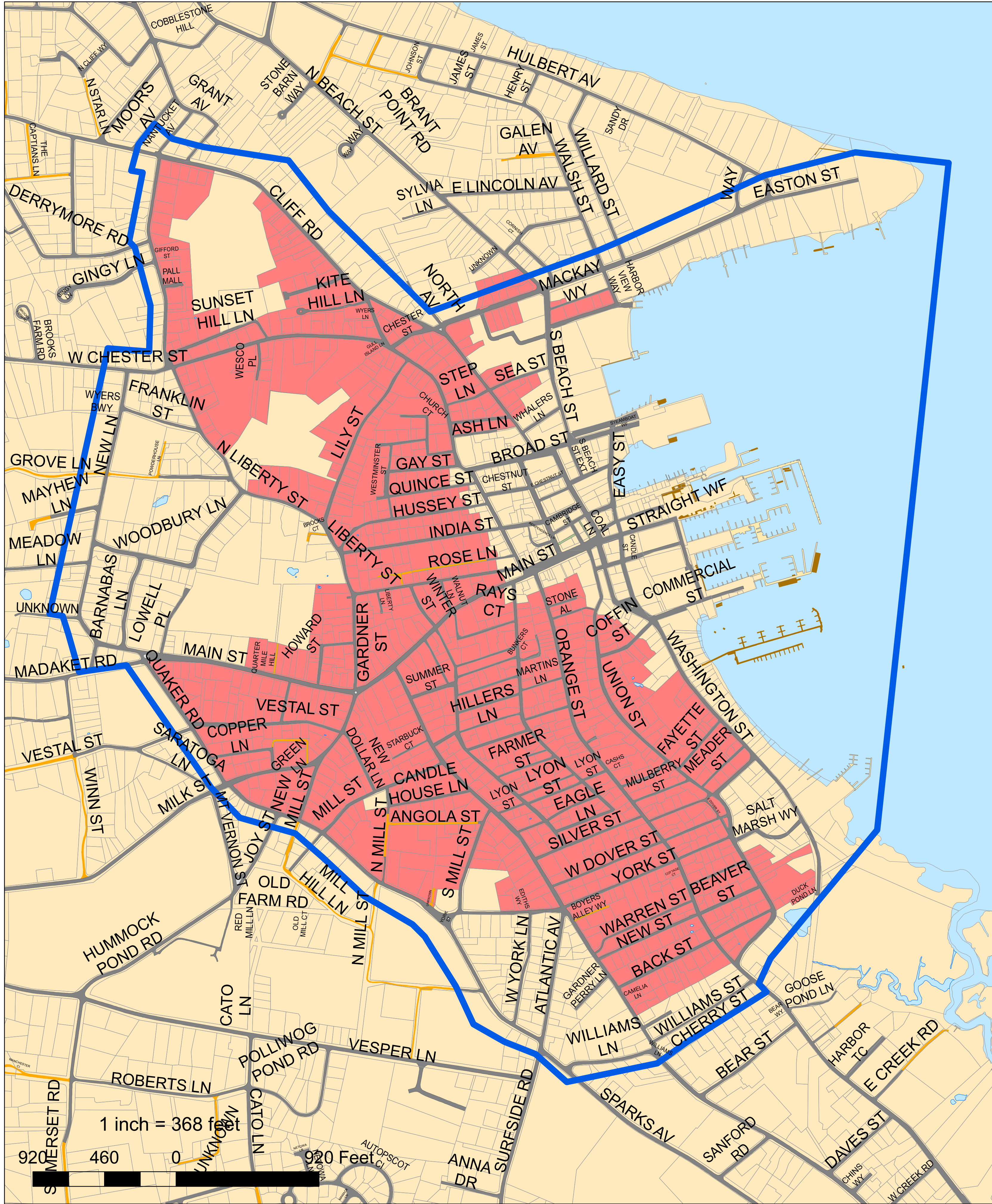


**Please refer to the map in the
Multiple Property Cover Sheet
for this property**

Multiple Property Cover Sheet Reference Number: 64000282

Enclosure 3

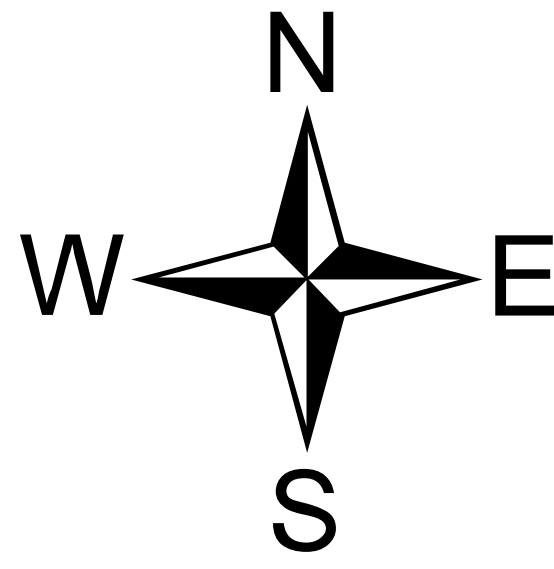
Nantucket Historic District Map



The data on this mapsheet represents the efforts of the Town of Nantucket and other cooperating organizations to record and compile pertinent geographical and related information utilizing the capabilities of the Nantucket Geographic Information System (GIS). The GIS staff maintains an ongoing program to record and correct errors in these data that are brought to its attention. The Town of Nantucket makes no claims as to the absolute validity or reliability of these data or their fitness for any particular use.

1/21/2016

Town of Nantucket - GIS Mapsheet



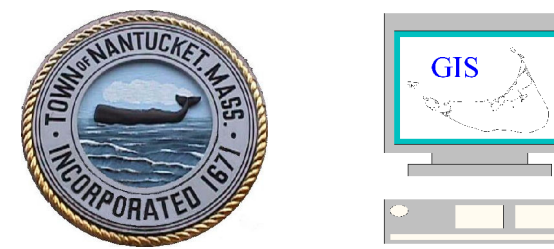
Legend

- Core Historic Districts
- Parcels

Zoning Districts

- CODE
- ROH
 - SOH

Please send identification of any errors and corresponding corrections to:
GIS Coordinator
Town of Nantucket
2 Fairgrounds Rd
Nantucket, MA 02554



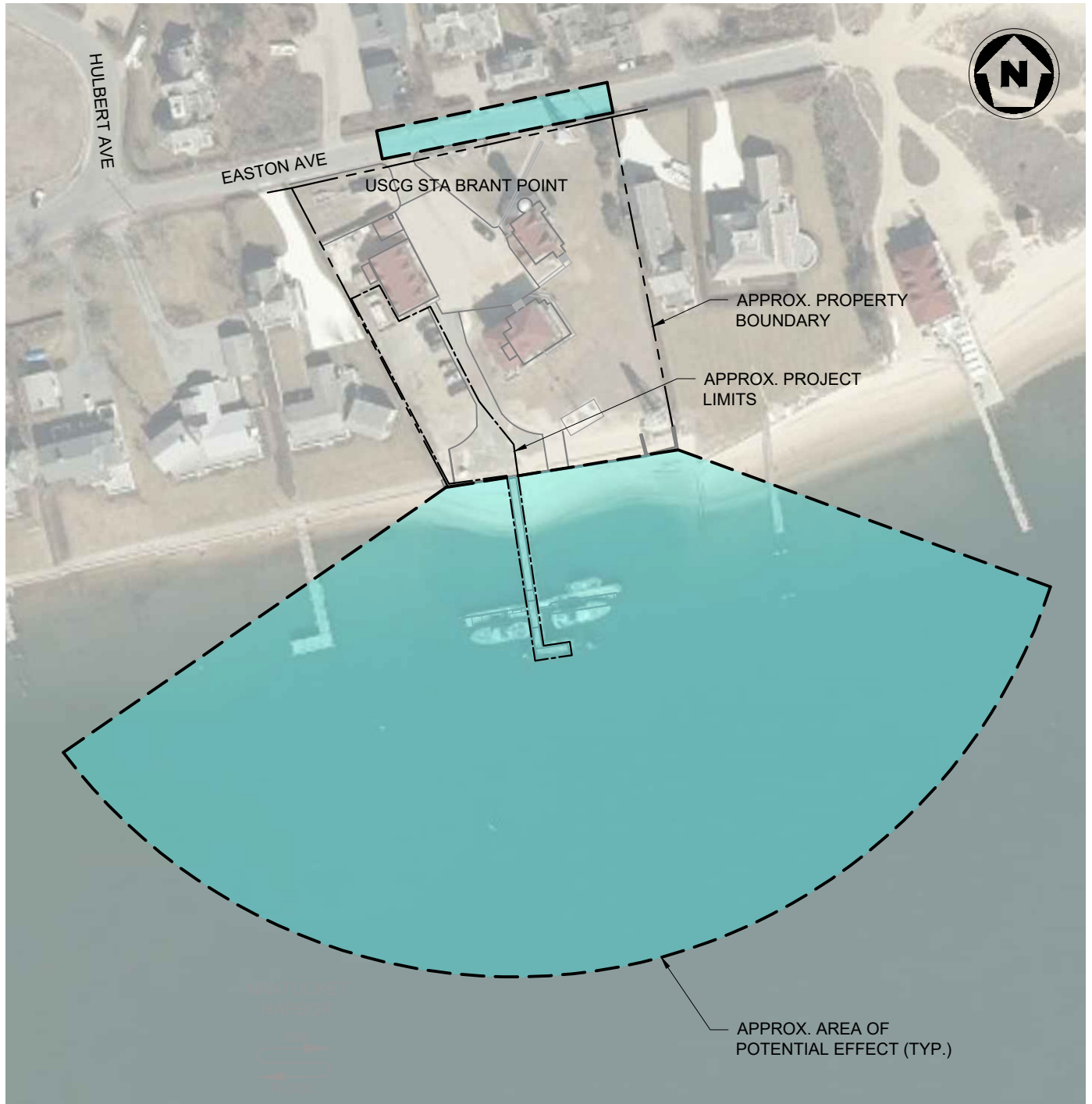
Core Historic Districts

Nantucket governmental agencies will not necessarily approve applications based solely on GIS data. Applicants for permits and licenses must inquire of the relevant agency for applicable requirements.

The presence of information on this mapsheet does not necessarily imply public right-of-way or the right of public access.

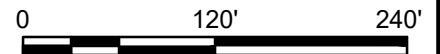
The planimetric data on this mapsheet is based primarily upon interpretation of April, 2003 aerial photography. It was compiled to meet the ASPRS Standard for Class 1 Map Accuracy for 1"=100' scale maps.

The parcel boundaries are based primarily upon the Tax Assessor's data through December, 2014.



NOTES:

1. THE AERIAL IMAGERY SHOWN WAS OBTAINED FROM MASSGIS DATA: 2021 AERIAL IMAGERY, SPRING 2021 ([HTTPS://WWW.MASS.GOV/INFO-DETAILS/MASSGIS-DATA-2021-AERIAL-IMAGERY](https://www.mass.gov/info-details/massgis-data-2021-aerial-imagery)) AND ITS SCALE IS CONSIDERED APPROXIMATE.



APPLICATION BY
U.S. COAST GUARD
CIVIL ENGINEERING
CEU PROVIDENCE
475 KILVERT ST, STE 100
WARWICK, RI 02886

ISSUED FOR PERMITTING
NOT FOR CONSTRUCTION

REPLACE MARINE FUELING SYSTEM
USCG STA BRANT POINT
NANTUCKET MA

FIGURE 1
AREA OF POTENTIAL EFFECT

USCG PROJECT NO.
15701843

SCALE 1"=120'

DATE MAR 2024

SHEET 1 OF 1



CG STA BRANT POINT
NANTUCKET, NANTUCKET COUNTY, MASSACHUSETTS
15701843 REPLACE MARINE FUELING SYSTEM
MARINE FUEL FACILITY - DIESEL, MARINE FUEL FACILITY - GAS



U.S. COAST GUARD
CIVIL ENGINEERING

[illegible]

PROJECT DESCRIPTION:

THE COAST GUARD REQUIRES DESIGN-BUILD SERVICES TO REPLACE THE EXISTING DIESEL MARINE FUELING SYSTEM AND DEMOLISH THE EXISTING GASOLINE MARINE FUELING SYSTEM AT USCG STA BRANT POINT. THE PROJECT INCLUDES ONE (1) BASE BID ITEM (BBI) AS SUMMARIZED BELOW.

1. BBI NO. 1:

RPUID 851469, MARINE FUEL FACILITY - DIESEL: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND DISPOSE OF THE EXISTING DIESEL MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO THE 4,000-GALLON AST, ASSOCIATED PIPING, PUMPS, VALVES, ACCESSORIES, MONITORING SYSTEMS, AND REMAINING FUEL/LIQUID/MATERIALS WITHIN AST (ASSUME 6-INCHES). NOTE THAT ABOVEGROUND/ABOVE DECK FLEXIBLE DIESEL PIPING WAS RECENTLY INSTALLED AND SHALL BE SALVAGED FOR REUSE. ALL WORK SHALL BE PROVIDED AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 851470, MARINE FUEL FACILITY - GAS: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND DISPOSE OF THE EXISTING GASOLINE MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO THE 1,000-GALLON AST, ASSOCIATED PIPING, PUMPS, VALVES, ACCESSORIES, MONITORING SYSTEMS, AND REMAINING FUEL/LIQUID/MATERIALS WITHIN AST (ASSUME 6-INCHES) AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 856581. MARINE FUELING FACILITY - DIESEL (2024): PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO FURNISH AND INSTALL A REPLACEMENT DIESEL MARINE FUELING SYSTEM IN ITS ENTIRETY INCLUDING, BUT NOT LIMITED TO A 4,000-GALLON AST, DISPENSER, PUMP, VALVES, ACCESSORIES, AND MONITORING & LEAK DETECTION SYSTEM. PROVIDE A TEMPORARY MARINE FUELING SYSTEM TO ALLOW FOR THE REFUELING OF THE STA BRANT POINT FLOATING ASSETS WHEN THE EXISTING FUELING SYSTEM IS OUT OF SERVICE TO PERFORM THE REQUIRED WORK. FUEL FOR THE TEMPORARY SYSTEM WILL BE PROVIDED BY THE GOVERNMENT. ALL WORK SHALL BE PROVIDED AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 856655, POL PIPELINE: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO FURNISH AND INSTALL NEW ELEVATED DIESEL PIPING FROM THE NEW DIESEL AST TO THE NEW DIESEL DISPENSER. NOTE THAT THE EXISTING ABOVEGROUND/ABOVE DECK FLEXIBLE DIESEL PIPING SHALL BE SALVAGED AND INSTALLED AS PART ON THE NEW ELEVATED SYSTEM. ALL WORK SHALL BE PROVIDED AS INDICATED IN THE CONTRACT DOCUMENTS.

RPUID 8869, GENERAL PIER: PROVIDE DESIGN, PERMITTING, AND CONSTRUCTION SERVICES TO REMOVE AND REPLACE PIER COMPONENTS AS NECESSARY TO FACILITATE DEMOLITION OF THE EXISTING UNDER DECK DIESEL AND GASOLINE PIPING AS INDICATED IN THE CONTRACT DOCUMENTS.



MICHAEL P. CAROSOTTO, PE	
APPROVING OFFICER	DATE
MICHAEL P. CAROSOTTO, PE	
TECHNICAL DIRECTOR	
DAVID C. DILL, PE	
BRANCH CHIEF	

A/E PROJECT NO.:	
CONSULTING A/E:	

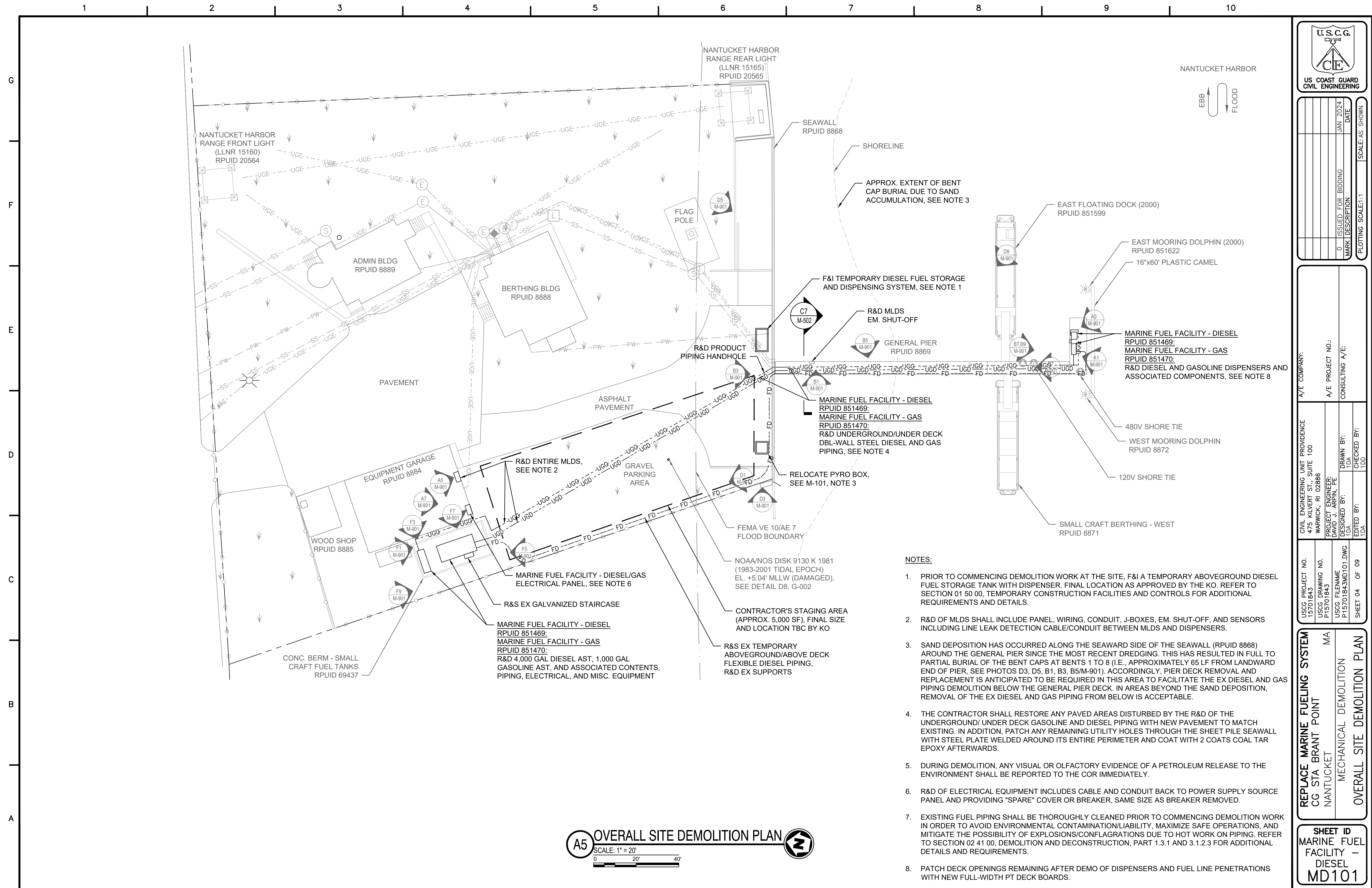
CIVIL ENGINEERING UNIT PROVIDENCE	
475 KILVERT ST., SUITE 100	
WARWICK, RI 02886	
PROJECT ENGINEER:	
DAVID J. ARPIN, PE	
DRAWN BY:	
DESIGNED BY:	
1DA	
CHECKED BY:	
1DA	
SHEET 01 OF 09	
USCG PROJECT NO:	
15701843	
USCG DRAWING NO:	
P15701843	
USCG FILENAME	
P15701843G-001.DWG	

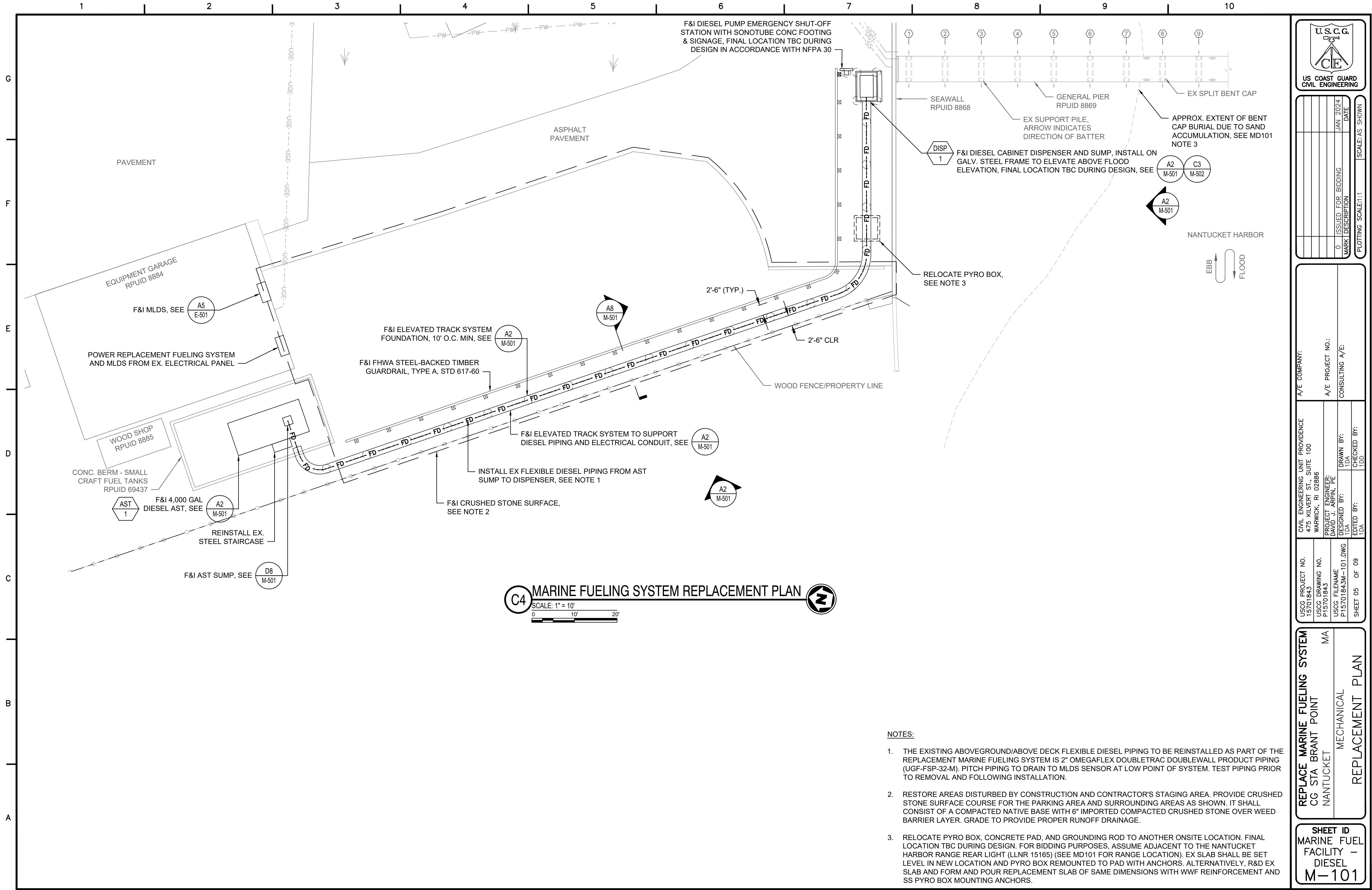
REPLACE MARINE FUELING SYSTEM CG STA BRANT POINT NANTUCKET MA	GENERAL COVER SHEET
--	------------------------

SHEET ID
MARINE FUE
FACILITY -
DIESEL
G-001

[illegible]

[illegible]







U.S.C.G.
CE
US COAST GUARD
CIVIL ENGINEERING

ISSUED FOR BIDDING	JAN 2024	DATE
MARK DESCRIPTION		

PLOTTING SCALE: 1" = 10'

SCALE: AS SHOWN

A/E COMPANY:

CIVIL ENGINEERING UNIT PROVIDENCE
475 KILVERT ST., SUITE 100
WARWICK, RI 02886

A/E PROJECT NO.:

PROJECT ENGINEER:
DAVID J. ARPIN, P.E.

CONSULTING A/E:

DRAWN BY:
TDA

CHECKED BY:
TDA

USCG PROJECT NO.
15701843

USCG DRAWING NO.
P15701843

USCG FILENAME
P15701843M-101.DWG

SHEET 05 OF 08

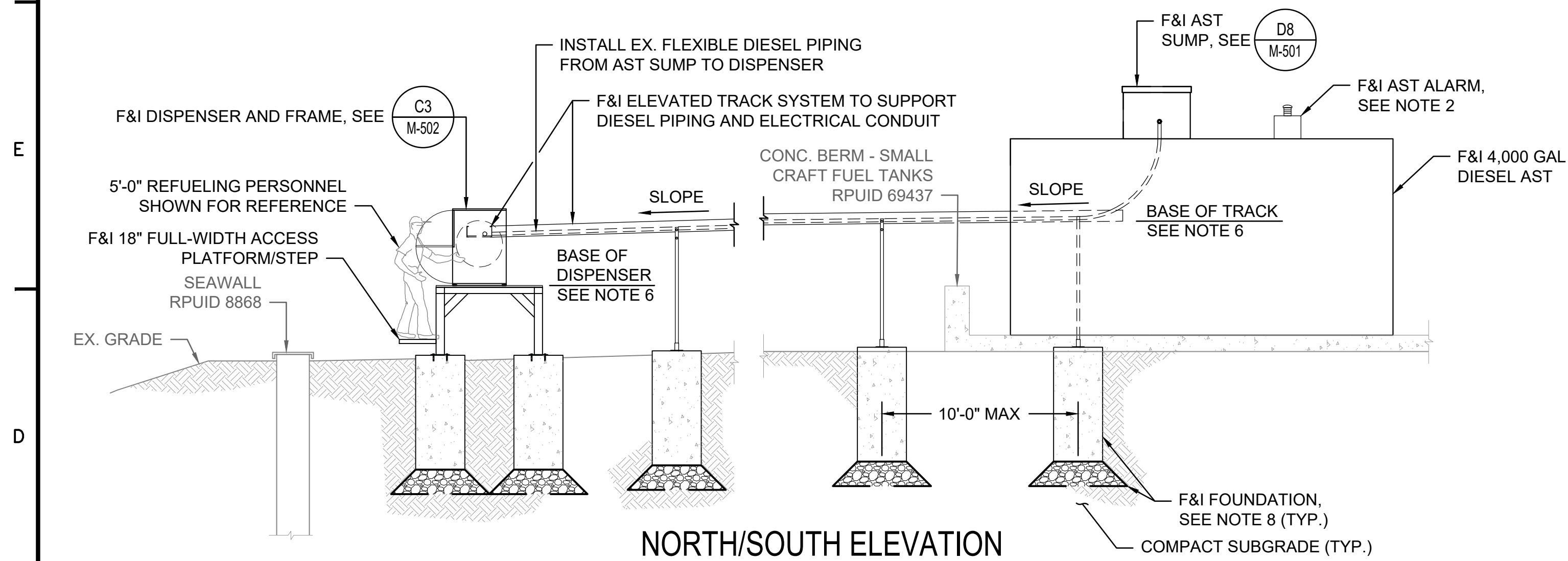
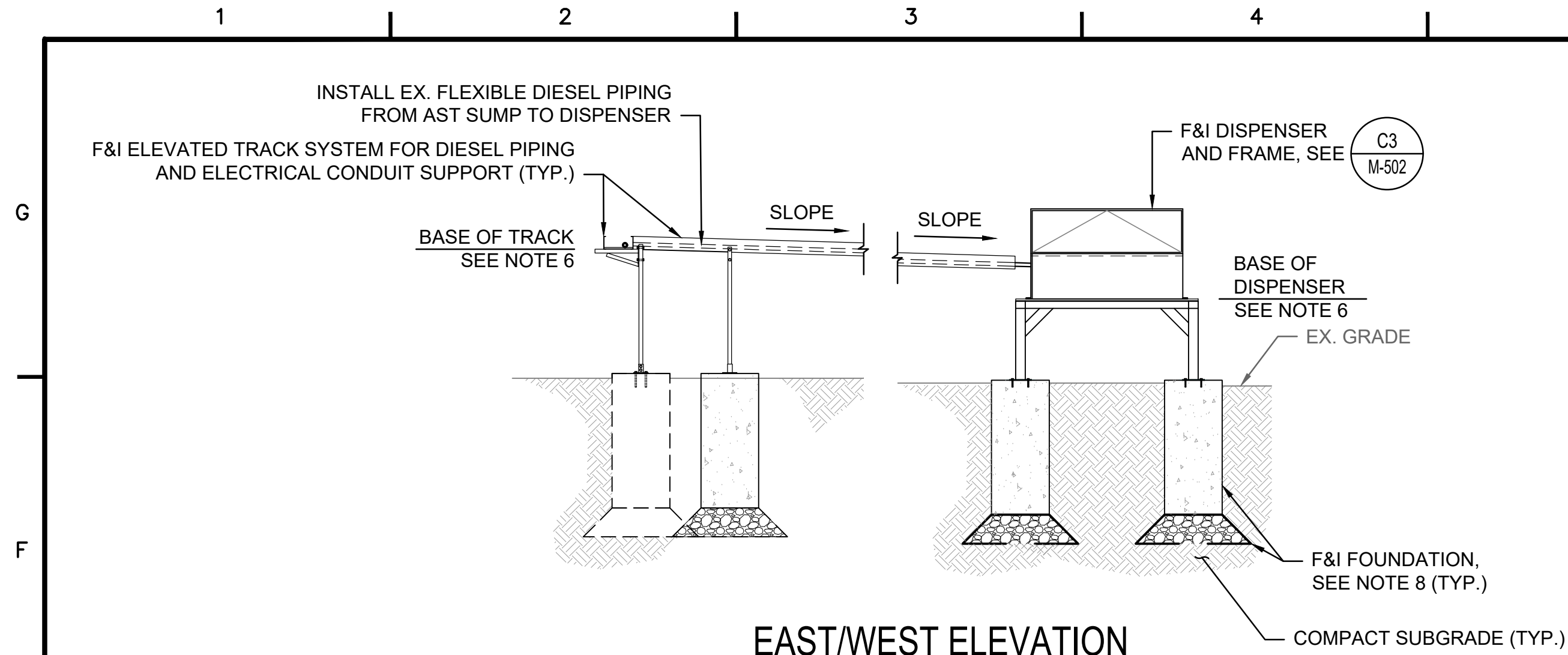
REPLACE MARINE FUELING SYSTEM
CG STA BRANT POINT
NANTUCKET

MA

MECHANICAL

REPLACEMENT PLAN

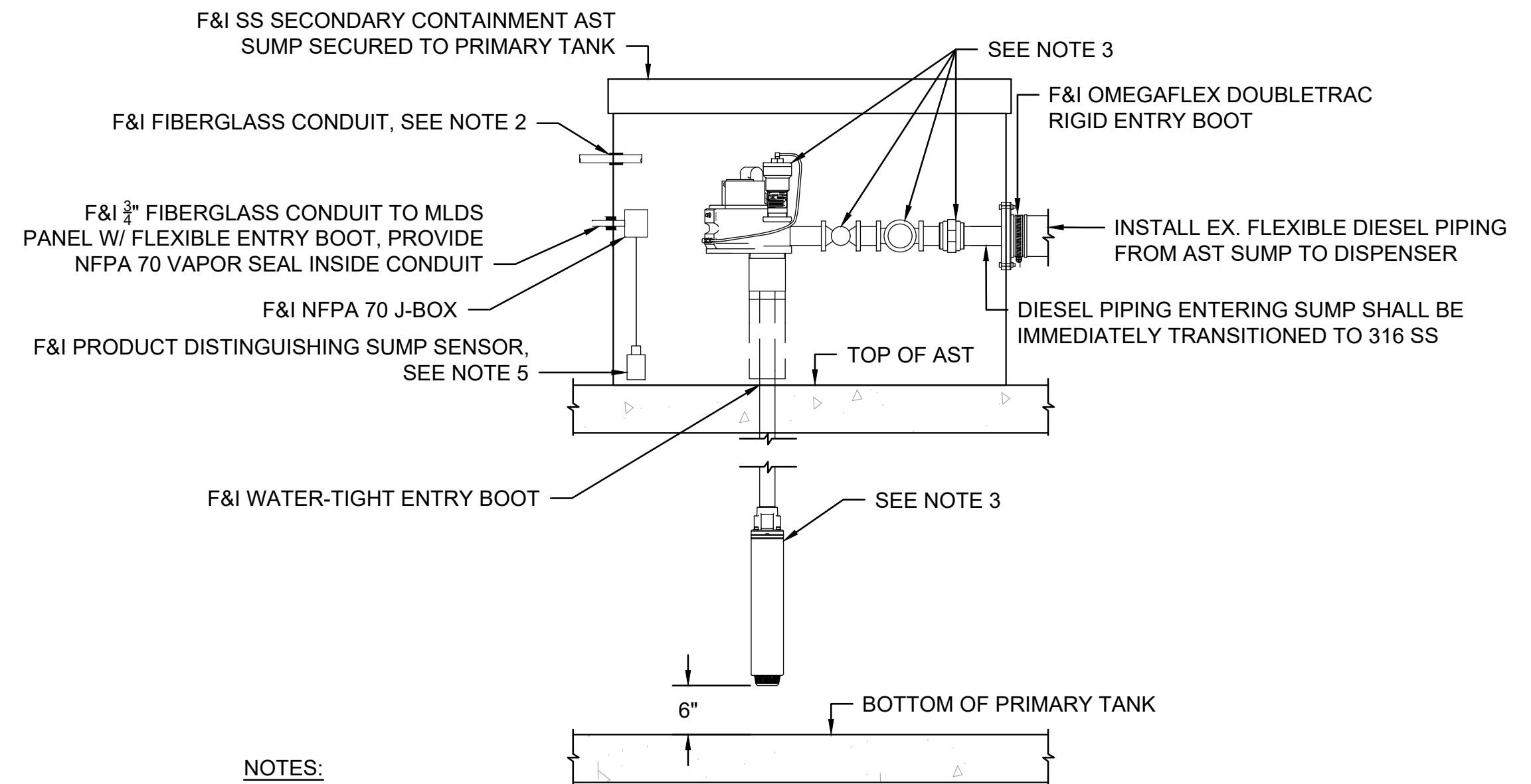
SHEET ID
MARINE FUEL
FACILITY -
DIESEL
M-101



NOTES:

- 4,000 GAL DIESEL AST BASIS OF DESIGN: CONVAULT DOUBLE WALL CONCRETE AND STEEL TANK SYSTEM CONFORMING TO UL2085/UL752 AND INCLUDING THE FOLLOWING:
 - MANUFACTURER-APPLIED TOP COATING
 - SS TOP CONTAINMENT SUMP
 - SS FITTINGS
 - SS 30" MANWAY
 - SS 7-GALLON OVERFILL CONTAINMENT
 - 2-IN OVERFLOW PREVENTION VALVE
 - BASIC VENT PACKAGE - 8-IN
 - EMERGENCY VENT - 8-IN
 - CLOCK GAUGE - BASIS OF DESIGN: MORRISON 818
 - NEOPRENE BEARING PAD KIT
 - NFPA 704 STANDARD SYSTEM IDENTIFICATION FOR STORED PRODUCT ON ALL FOUR VERTICAL SIDES OF AST.
 - SS ANTI-FLOATATION HOLD-DOWN CABLES AND ASSOCIATED HARDWARE MOUNTED TO EXISTING CONCRETE BERM - SMALL CRAFT FUEL TANKS, RPUID 69437 AND DESIGNED TO WITHSTAND ANTICIPATED UPLIFT FORCES AND HURRICANE WIND FORCES.
 - GROUNDING BOLTS AS REQ'D.
 - GROUNDING SYSTEM, INCLUDING ROD AND CABLES.
- PROVIDE AN AUDIBLE AND VISUAL AST ALARM FOR HIGH, HIGH-HIGH, LOW, AND LOW-LOW IN ACCORDANCE WITH THE USCG CSTO AND APPLICABLE CODES AND STANDARDS. POSITION ALARM IN CLEAR VIEW OF THE AST FILL PORT. PROVIDE SIGN WHICH READS: "WHEN ALARM SOUNDS, TANK IS FULL. DO NOT OVERFILL."
- MLDS:
 - SEE SPECIFICATIONS AND E-501 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- ELEVATED TRACK SYSTEM BASIS OF DESIGN:
 - TRACK: PREFAB REDI-RAIL SERIES 166 W/ 12" RUNG SP., 9" WIDTH, 10' SUPPORT SP., AND NON-VENTED BOTTOM
 - BOTTOM BRACE: PREFAB REDI-RAIL B42 CHANNEL ON B494-24
 - SUPPORT BASE: PREFAB REDI-RAIL 6" SQ.
 - SUPPORT POST: HSS SIZED TO RESIST WIND/FLOOD FORCES AND SLOPED PER REDI-RAIL SPECIFICATIONS.
 - ALL COMPONENTS TO BE HDG INCLUDING, BUT NOT LIMITED TO SUPPORTS, CONNECTIONS, AND FASTENERS.
- ELEVATED TRACK SYSTEM AND PRODUCT PIPING SHALL BE SLOPED UNIFORMLY TO DRAIN TO LOW POINT MLDS SENSOR.
- THE AREA OF THE PROPOSED DISPENSER AND THE LANDWARD END OF THE GENERAL PIER (RPUID 8869) FREQUENTLY FLOOD DURING STORMS, EXTREME TIDES, AND OTHER STORM SURGE EVENTS. ACCORDINGLY, ELEVATE DISPENSER AND ELEVATED TRACK SYSTEM A SUFFICIENT DISTANCE ABOVE GRADE TO HELP MINIMIZE THE POTENTIAL FOR INUNDATION OF THESE ITEMS. FOR BIDDING PURPOSES, ASSUME TOP OF DISPENSER FRAME EL. 8.0' (MLLW), OR APPROXIMATELY 3' ABOVE GRADE. REFER TO D8/G-002 FOR VERTICAL DATUM INFORMATION. THE EXACT ELEVATION OF DISPENSER, AST SUMP, AND PRODUCT PIPING TO BE DETERMINED DURING THE DESIGN PHASE.
- FOR BIDDING PURPOSES, ASSUME THE DISPENSER FRAME TO CONSIST OF WELDED HSS4x4x $\frac{1}{4}$ MEMBERS HDG AFTER FABRICATION. REFER TO SPECIFICATIONS SECTION 01 11 14, GENERAL CONSTRUCTION REQUIREMENTS FOR ADDITIONAL DETAILS AND REQUIREMENTS.
- FOR BIDDING PURPOSES, ASSUME FOUNDATIONS FOR THE ELEVATED TRACK SYSTEM SUPPORT POSTS AND DISPENSER FRAME SUPPORT POSTS CONSISTING OF 18"Ø X 4'-0"H (MIN) CONCRETE SONOTUBES FOUNDED ON 12" COMPACTED BASE COURSE. REFER TO SPECIFICATIONS SECTION 01 11 14, GENERAL CONSTRUCTION REQUIREMENTS FOR ADDITIONAL DETAILS AND REQUIREMENTS.
- PROPOSED GUARDRAIL NOT SHOWN FOR CLARITY.
- PROVIDE MARINE FUELING SYSTEM PRODUCT DATA SUBMITTALS WITH THE 35% DESIGN SUBMISSION AND MARINE FUELING SYSTEM SHOP DRAWING SUBMITTALS WITH THE 65% DESIGN SUBMISSION FOR APPROVAL TO ORDER TO MINIMIZE LEAD-TIME IMPACTS TO THE CONSTRUCTION SCHEDULE. REFER TO SECTIONS 01 11 13, ENGINEERING & DESIGN REQUIREMENTS, AND 01 11 14, GENERAL CONSTRUCTION REQUIREMENTS FOR ADDITIONAL DETAILS.

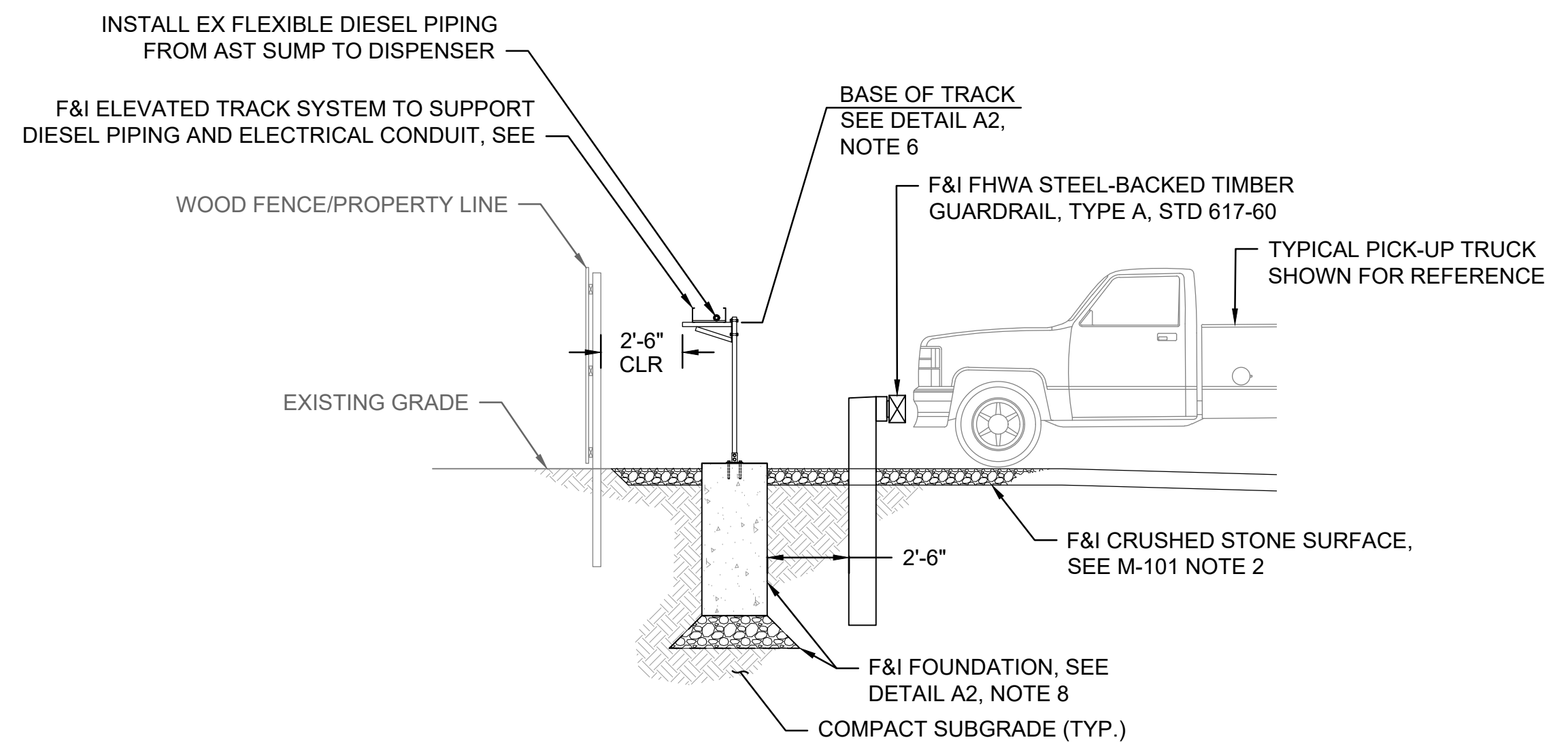
A2 ELEVATED PIPING & AST DETAIL
SCALE: NTS



NOTES:

- THE SECONDARY CONTAINMENT AST SUMP SHALL BE WATERTIGHT AND CONSTRUCTED OF 11-GAUGE (MIN) 316 SS. IT SHALL INCLUDE A LOCKABLE FLIP-TOP COVER, FLUSH FULL LATCH CAPABLE OF OPENING WITHOUT TOOLS, AND EXTERNAL MOUNTING TABS. SUMP SHALL BE INSTALLED TO FACILITATE CLEAR VISUAL INSPECTION BY COAST GUARD PERSONNEL.
- F&I FIBERGLASS CONDUIT EXTENDING TO EMERGENCY SHUT-OFF SWITCH, DISPENSER SWITCH, POWER SOURCE, AND/OR OTHER LOCATIONS AS REQUIRED. PROVIDE WEATHER-TIGHT FLEXIBLE ENTRY BOOT AT ENTRANCE TO SUMP. PROVIDE NFPA 70 VAPOR SEAL WITHIN CONDUIT AT SUMP.
- PROVIDE SUBMERSIBLE PUMP WITH 2" BALL VALVE, 2" FUSIBLE LIKE SAFETY VALVE, 2" FLEXIBLE CONNECTOR, AND 2" SOLENOID VALVE. MATCH EXISTING DELIVERY RATE, IN GPM. PROVIDE SUBMITTAL ON EXISTING FLOW RATE, PROPOSED PERFORMANCE, AND RECORD SUBMITTAL INDICATING FINAL DELIVERY FLOW RATE AT FUELING NOZZLE. REFER TO SPECIFICATIONS SECTION 01 11 14, GENERAL CONSTRUCTION REQUIREMENTS FOR MORE INFORMATION.
- ELEVATE AST SUMP PENETRATIONS ABOVE BASE OF SUMP AS MUCH AS POSSIBLE TO MAXIMIZE THE SUMP CAPACITY. PENETRATIONS THROUGH THE BASE OF SUMP, WITH THE EXCEPTION OF THE AST DIESEL PIPING, SHALL NOT BE PERMITTED.
- F&I PRODUCT DISTINGUISHING SUMP SENSER HUNG FROM AN ADJUSTABLE SUPPORT WIRE OR COIL PER THE MANUFACTURER'S INSTRUCTIONS. SET SENSOR AS CLOSE TO THE SUMP BOTTOM AS POSSIBLE (OR TOUCHING IF ALLOWED BY MANUFACTURER'S INSTRUCTIONS) TO PROMOTE IMMEDIATE DETECTION OF PRODUCT BENEATH THE PUMP/PIPING.

D8 AST SUMP DETAIL
SCALE: NTS



A8 ELEVATED PIPING & GUARDRAIL SECTION
SCALE: NTS

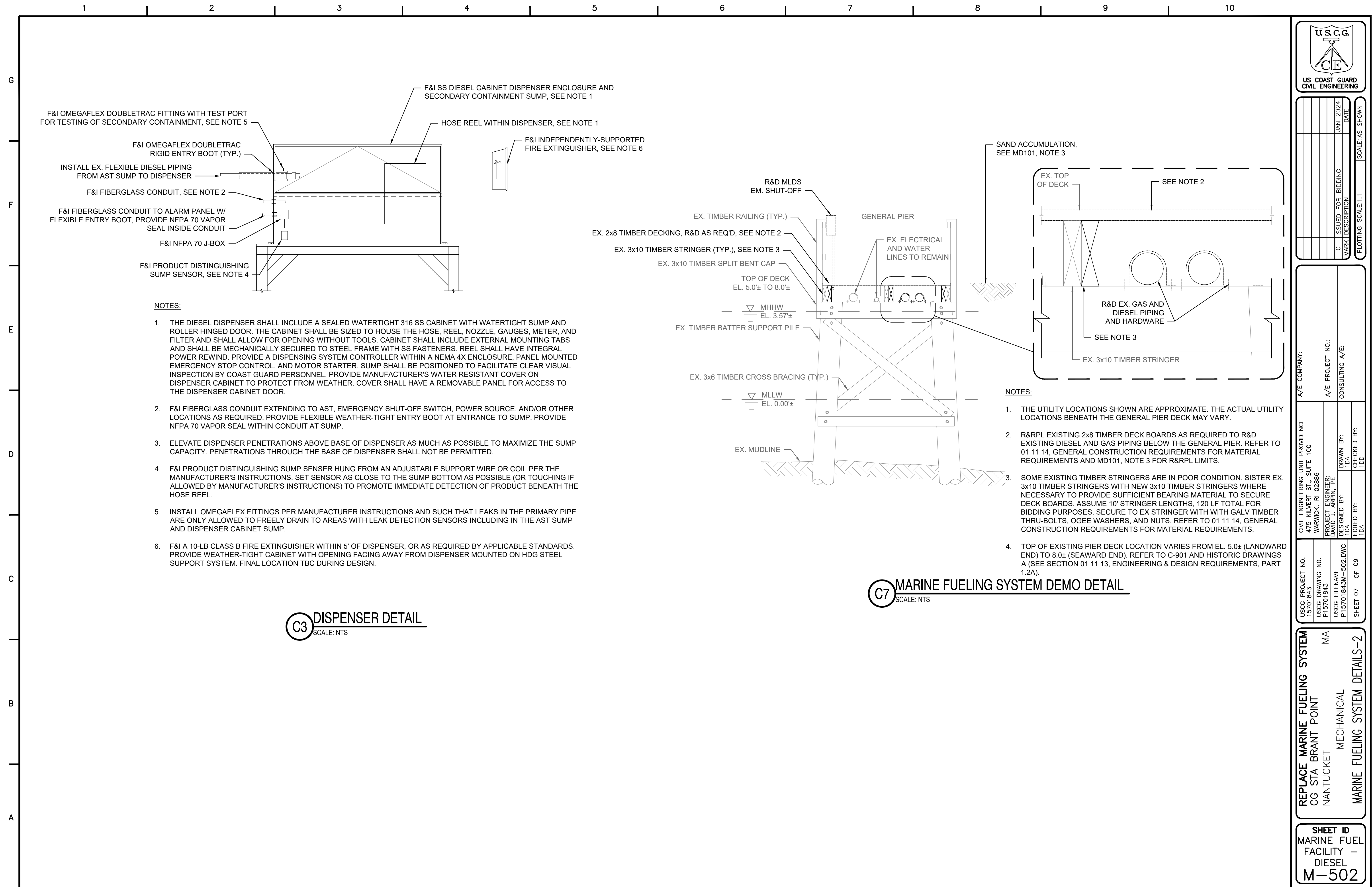


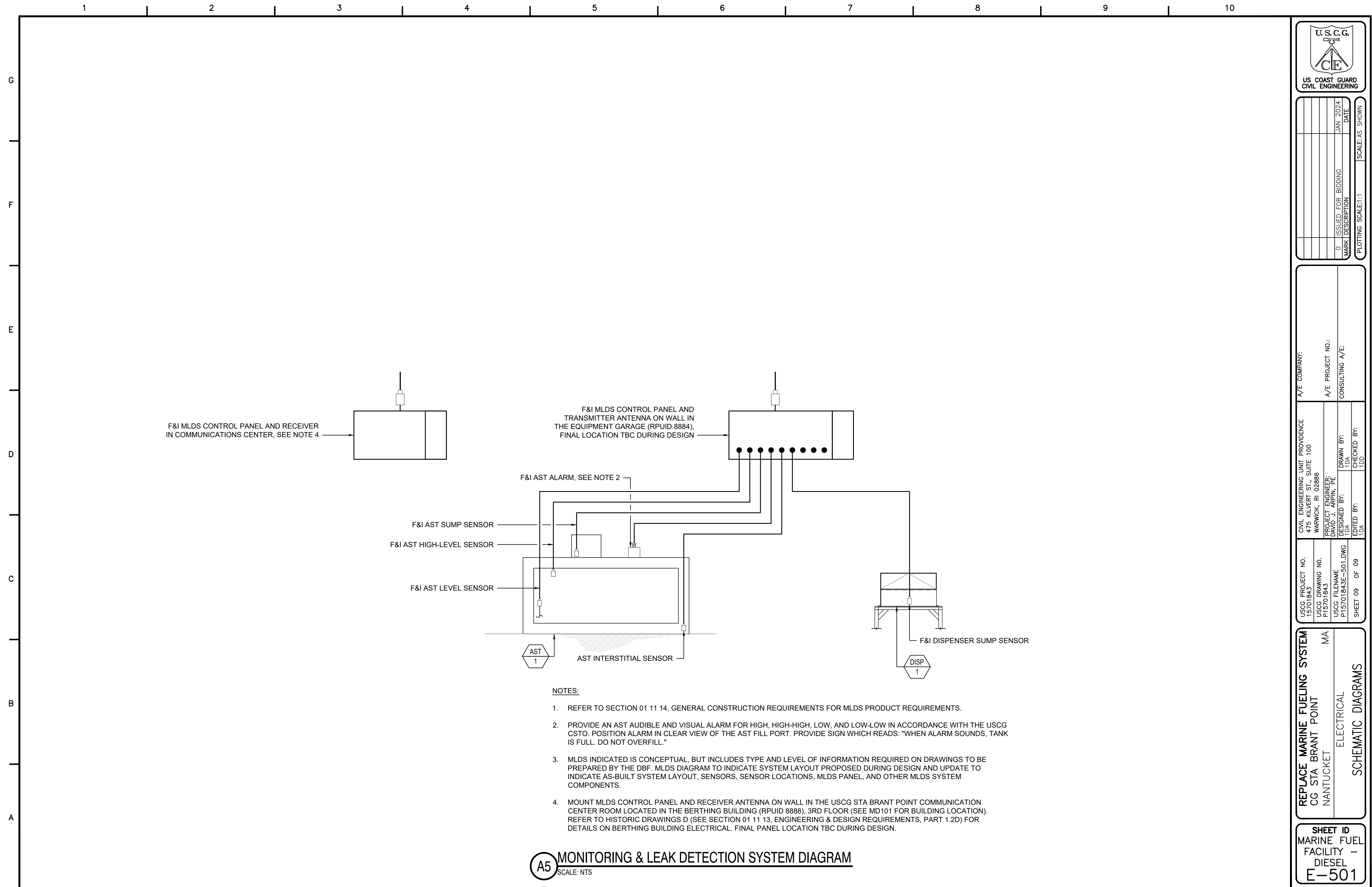
DATE	ISSUED FOR BIDDING	MARK DESCRIPTION	SCALE: AS SHOWN
JAN 2024	0		

A/E COMPANY:	CIVIL ENGINEERING UNIT PROVIDENCE 475 KILVERT ST., SUITE 100 WARWICK, RI 02886
A/E PROJECT NO.:	PROJECT ENGINEER: DAVID J. ARPIN, PE
CONSULTING A/E:	DRAWN BY: TDA
	CHECKED BY: TDA
USCG PROJECT NO.	15701843
USCG DRAWING NO.	P15701843
USCG FILENAME	P15701843M-501.DWG
SHEET 06	OF 09

REPLACE MARINE FUELING SYSTEM CG STA BRANT POINT NANTUCKET MECHANICAL	MA	MARINE FUELING SYSTEM DETAILS-1
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SHEET 10
MARINE FUEL
FACILITY -
DIESEL
M-501











Boat Access

**Massachusetts Historic Rehabilitation Tax Credit
Letter Request Form
Repeat Applications**

This form is to expedite the information sharing process for projects seeking letters of support from the **Nantucket Historical Commission**, for application to the Massachusetts Historic Rehabilitation Tax Credits **for repeat applications**. This form helps us keep up to date with the project and track MHRTC data on Nantucket.

The Nantucket Historical Commission generally meets on the third Friday of every month. The meeting schedule is posted on the Nantucket Historical Commission Town of Nantucket website. **In order to place your project on our agenda for discussion, we must receive this completed form at least one week before a scheduled meeting. We require three business days after a meeting to generate your support letter.** Please plan accordingly, to ensure the support letter for your application is ready before the deadline (January 15th, April 30th, or August 31st). **Requests received too late to allow time for review and response may not be ready before the deadline.**

Please note all letters will be emailed to the requestor electronically and a hard copy will be mailed to the MHC.

Submit this form, your Part I and Part II application (if completed), and any applicable MHC comments you've received to Holly Backus, Preservation Planner, Town of Nantucket: hbackus@nantucket-ma.gov

Questions? Please call Holly Backus at (508) 325-7587 x7026

1. Requestor Name, Phone, and Email:

Brian Lever, Epsilon Associates
3 Mill and Main Place, Suite 250
Maynard, MA 01754
blever@epsilonassociates.com
978-461-6261

2. Project Name:

Lena Grouard House, 89 Easton Street

3. Project Street Address:

89 Easton Street

4. Project Proponent (Developer):

William M. Murphy
89 Easton Street Nominee Trust
550 South Andrews Avenue
Fort Lauderdale, FL 33301
wmurphy@dmrfl.com
954-746-2221

5. What is the status of the Massachusetts Rehabilitation Tax Credit Application?(check all appropriate):

DPart 2 approved by MHC DPart 2 approved by NPS

DPart 2 Amendments Submitted to MHC DPart 2 Amendments Submitted to NPS

DPart 2 Amendments Approved by MHC DPart 2 Amendments Approved by NPS

DPart 3 submitted to MHC DPart 3 approved by MHC

DPart 3 approved by NPS **D Other UNDER REVIEW**

6. Have you received a review and recommendation comment from the MHC?
(circle one) YES **NO**
If yes, please submit a copy of the comment(s).

7. Estimated Total Project Cost: \$3.2M

8. Estimated Rehabilitation Cost: \$3M

9. Total MAHRTC Requested/Eligible: \$600,000

10. Has the project received an award in a previous round?
Yes **NO**

If yes, please list amounts and dates of award

11. Please summarize how the project has been revised since last request for letter of support from NHC (or indicate no change)

There have been no changes, the first round application is still under review.



NANTUCKET HISTORICAL COMMISSION

Town of Nantucket
2 Fairgrounds Road
Nantucket, Massachusetts 02554

COMMISSIONERS

Angus MacLeod (Chair) Rita Carr (Vice-Chair)
George Butterworth, Clement Durkes, Thomas M. Montgomery, Milton Rowland,

March 4, 2024

Ms. Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: MassDot project #613129

Dear Ms. Simon:

The Nantucket Historical Commission appreciates the opportunity to offer our comments on this roadworks project. The 5/30/23 notification from the Town's consultant, GPI, was not delivered to us and we were therefore unaware the S. 106 comment window had opened.

The NHC met on 2/16/24 to review the 75% design plan of MassDot project #613129 for Milestone/Polpis intersection, with guests Eric Riese from GPI, Michael Burns (Town of Nantucket Transportation Program Manager), Erika Mooney (Town of Nantucket Operations Manager), and Holly Backus (Town of Nantucket Preservation Planner).

The Commission understands and is in favor of changing the current "Y" configuration of Polpis Road to a "T" for safety. However, we feel the increase in the width of the roads that comes from the addition of turning lanes has an adverse impact on the Nantucket National Historic Landmark which includes the rural character of the Milestone and Polpis Roads. There have never been turning lanes along these roads since their construction. The National Historic Landmark designation for Nantucket notes the preservation of Nantucket's "windswept marine setting that has characterized all periods of Nantucket's historic past" as an important part of the island's physical appearance. Part of this setting includes the simple rural character of the island's roads, which are contributing to the cultural landscape of Nantucket Island. In particular, Milestone Road is a historic road connecting the two old historic districts of Nantucket (Nantucket Town and Siasconset Village). See the attached history of Milestone Road.

We understand the proposed left turning lane from Polpis Road on to Milestone is a consolidation of the "Y" intersection into three lanes. We advise keeping the lane widths consistent with the rest of Polpis Road, which are approximately 10 feet. This project proposes widening the lanes to 13 feet which would increase this stretch of Polpis Road from 20 feet to 39 feet, nearly double the existing width.

We discourage the addition of a turning lane from Milestone Road on to Polpis Road. It is a significant net addition of pavement and dramatically changes the rural character of Milestone Road at this intersection. We encourage minimal disturbance to the existing landscape and retain as much of the mature trees and vegetation as possible. We discourage the clearing and grassing over of the entire drainage area proposed for the south side of the new intersection. Ideally, the post-construction setting would closely resemble what is existing, especially on the south side of the Milestone Bike path where there is approximately four feet of cut grass between path and low brush that transitions to wooded forest.

Finally, we appreciate the minimal amount of signage proposed and request signs of the minimum possible dimensions. We recommend the speed limit sign be reduced to 18 x 24, to match the size of speed limit signs currently existing on Polpis and Madaket Roads, and to reduce the two 30x30 signs to 24x24.

We regret the lack of notice caused our comments to be presented at this late date, but we believe the single lane rural roads are a contributing feature of the Nantucket National Historic Landmark and hope the Massachusetts Historical Commission will incorporate these comments into its review of this intersection improvement project.

Sincerely,



Angus MacLeod
Chair
Nantucket Historical Commission

Cc: via email
Holly Backus, Town of Nantucket Preservation Planner
C. Elizabeth Gibson, Nantucket Town Manager
Michael Burns, Nantucket Transportation Manager
Jeffrey Shrimpton, MassDOT CRU

Milestone Road: Six and a Half Miles, Hundreds of Years of History

History / By Mary Bergman / October 2, 2019



Road roller at work on Milestone Road, Siasconset, Nantucket. 1899. Courtesy Nantucket Historical Association.

At just about 6.5 miles long, Milestone Road connects Nantucket's two historic cores: the bustling harbor front of downtown and the quiet village of 'Sconset. Yet Milestone Road is not simply a way from here to there, but an important historic corridor with unparalleled views of Nantucket's rural landscape, critical to the island's status as a National Historic Landmark.

The NHL entry illuminates further: "Land conservation efforts have preserved more than 40% of the island as open land, large portions of which are managed as cranberry bogs and open land subject to annual controlled burns; this conservation land preserves the windswept maritime setting that has characterized all periods of Nantucket's historic past."



Horse drawn carriage on Nantucket roadway, most likely Milestone Road. ca. 1890. Courtesy Nantucket Historical Association.

By the late 1600s, Nantucketers started establishing cart paths to Siasconset. The paths were free flowing and often diverted obstacles such as ruts, but generally followed the now established road. Early 19th century deeds provide evidence that the road was well established just west of the village from Cain's Hill (public golf course) east to Sconset.

In 1824, the milestone markers were placed to time horse races from and to 'Sconset and town. On June 1, 1833 *The Inquirer & Mirror* reported that many hundreds of cart loads of clay have been intermixed with the sand and the "prospect is very favorable that an excellent road will be established from town out to the first milestone marker."

In 1855, Nantucketers wanted a clearly designated road to the east end of the island. A road was surveyed and improved. In 1856, Mr. Joseph Vincent planted a row of pine seed on each side of the 'Sconset road, "from the corner just below the Asylum to Philip's Run."

By the 1880s, the road to 'Sconset was commonly referred to as the Milestone Road. Throughout the 1880s the road required repairs as the ruts became quite

deep. Schemes for an electric railway along the Milestone Road were proposed in the late 1880s.



Milestone road construction underway with a man measuring the depth of an old rutted road beside it. 1894. Courtesy Nantucket Historical Association.

By 1893 the condition of the road was so poor that the town petitioned for Milestone Road to become a state road. The road was again surveyed. Over the course of several years in the late 1890s the Milestone Road was paved with crushed stones. The State Road to 'Sconset was completed in 1910.

By 1896, a bike path had been constructed from town to 'Sconset and was repaired in 1900 after heavy use. It was paved in 1958.

According to Dr. Frances Karttunen, in "A History of Roads and Ways in Nantucket County," around 1900, a handful of motor vehicles were brought to Nantucket by summer residents. Nantucket voters successfully requested a special act of the Massachusetts legislature to make it illegal to operate an automobile on the island. This ban passed in 1908 and was held until the spring of 1918. Within ten days of the repeal, there were 24 cars and a car dealership on island.

In 1977, Milestone Road was beautified by the planting of 21,000 daffodil bulbs alongside the road by the Nantucket Garden Club. More than forty years later, the daffodils still delight each spring.

Milestone Road has long captivated those journeying to 'Sconset, as this 1896 poem *A Picture* by Anna C. Starbuck printed in *The Inquirer & Mirror* details:

I am noting the stretch of the "commons,"

The prairie-like roll of the land;

I care not to number the mile-stones

That flaunt me their faces, so bland;

Each wheel turns a fresh internode,

For I love every inch of the distance

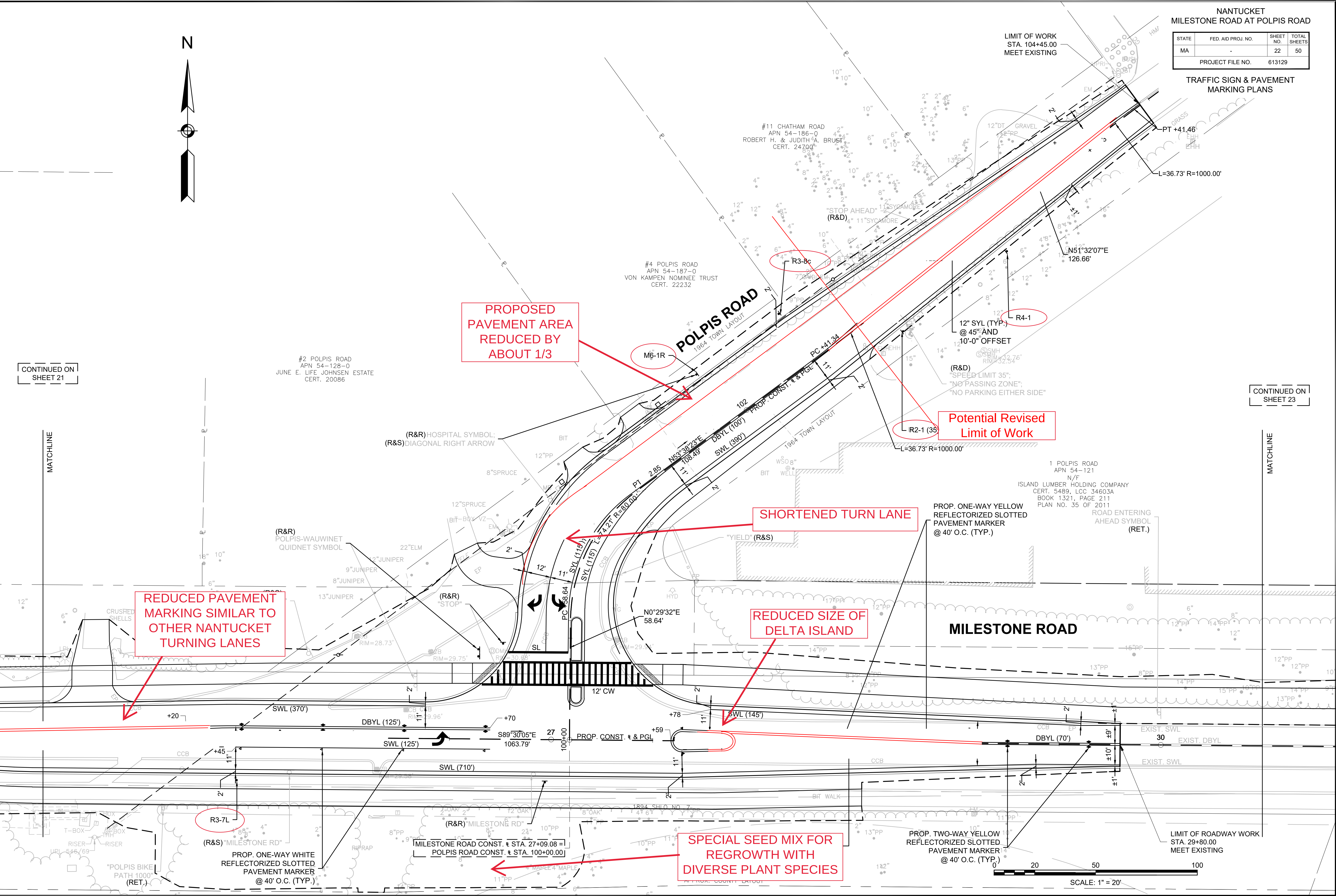
Each sod and each rut of the road.

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NANTUCKET
MILESTONE ROAD AT POLPIS ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	22	50
PROJECT FILE NO.		613129	

TRAFFIC SIGN & PAVEMENT MARKING PLANS



CONTINUED ON
SHEET 21

CONTINUED ON
SHEET 23

Category	Goal	Description	Priority	Key Dates	Previous Status	Current Status
Grants	MHC Grant for local survey plan	Apply for MHC grant to continue survey work for fish lots and Brant Point – Phase III work has begun Holly submitted FY 24 on 2/5/24	High	1/19/2024		
Grants	Funding programs	Advocating for expansion of the historic tax credits program Reach out to Preservation Mass and other communities	Medium	3/15/2024		
Grants	CPC Grant for local Structures	Support the historic preservation of Main Street – first apply for CPC funds, then federal/state funds Presented on 10/31 and will be at ATM	Medium	5/15/2024		
Grants	Sewer Force Main	Support Winter Street cobblestone project – neighbors want to put back on Steps Lane; David Gray will keep Holly informed	Medium	3/15/2024		
Grants	NPS Grants	Explore the possibility of utilizing NPS funds for local projects – Maritime Heritage grant, MPPF, America’s Heritage, Paul Bruhn, Reuse BD	Medium	12/31/2024		
CLG	Governance	Set-up meeting for members of CLG (HDC) to complete requirements to maintain the status – Will schedule demo session for spring 24	High	3/31/2024		
CLG	Tax Credits	Review any Historic Tax Credit Applications – 89 Easton St letter sent	Medium	1/31/2024		
CLG	Education	Summarize <i>Building with Nantucket in Mind</i> - create a short video with samples and post on website Recommend work with Town	Medium	5/31/2024		
Education	NHC/CLG education	Continuing education for commissioners from MHC – Conflict of Interest training on 3/28/24, CLG webinar on 4/9/24, MA Deconstruction Workgroup 4/24/24	Low	4/24/2024		
Education	Community education	Partner with Egan Maritime to educate the public about the recent shipwreck discovery – MHC just announced a new maritime education grant program matching NPS program	Medium	5/31/2024		
Education	Workshop	Propose a historic structure/disaster resiliency/conservation workshop with NHA/NPT – Planning underway – proposed timing is by 3/31	Medium	3/31/2024		
Engagement	Engage peer organizations	Ongoing collaboration with our private cohorts (NPT, PIN, Sconset Trust, NHA, etc.) and reach out to minority groups	Medium	Ongoing		

 = on track
 = with risk
 = Past due
 = Not started
 = Complete