National Park Service /
BOST
Urban Heat Island Effect study
Charlestown, MA

David Michael Lieb, RA
CM Representative

HDR, Engineering, Inc. for the
National Park Service
Client

05/2019 - 10/2020

The historic Charlestown Navy Yard (also known as the Boston Navy Yard) became part of the Boston National Historical Park in 1974. At one time one of the largest Naval shipyards and bases in the United States building and maintaining naval ships from small frigates to air craft carriers, CNY/BNHP today remains as an active Navy base deployed to support the USS Constitution, the United States Ship of State.

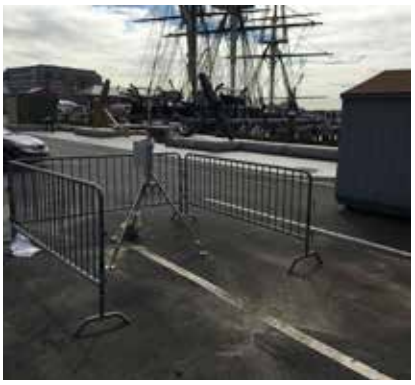
Within the BNHP resources supporting the USS Constitution, the NPS museum ship USS Cassin Young and historic Dry-Dock 1 that dates as the oldest active dry-dock in the US, access roads, walkways and pathways, and parking lots remain asphalt coated.

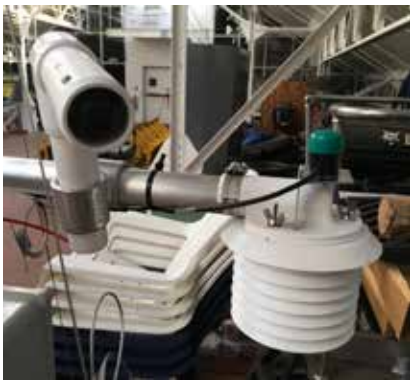
As climate change impacts coastal contexts and the effects of warming due to man-made processes, the effects and study of Urban Heat Island effect and ways to mitigate increased temperatures due to modern material usage and coverage area have been on the rise. The US DOT has made available grant funding to Governmental agencies to study the effects of UHI in National Parks and other Governmental sites.

In 2019, the BNHP received grant funding to deploy (2) weather stations to study temperature levels throughout the highest visitor period at the BNHP / USS Constitution, study the data obtained and respond by installing new surface materials aimed at mitigating extreme temperatures and improving user experience to the BNHP resources at Charlestown Navy Yard.

LIEBSTUDIOS was retained by HDR Engineering, Inc. to assist in researching weather stations and recommend units to purchase that would meet the project goals. Further responsibilities included assembly and deployment of the stations, programming adjustments, and removal, inventory and preparations for storage after the research period ended.

LIEBSTUDIOS will work with BNHP facilities staff to re-deploy the stations in late spring 2020 to again measure UHI effects after new surface materials have been installed.





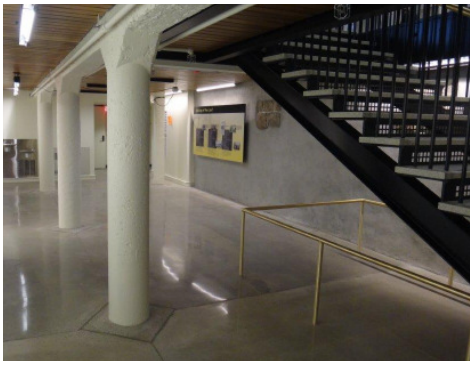
NPS Visitor Center Information Desk

Boston Mayor Thomas Menino, Grand Re-Opening June 2012

In November 2010, the National Park Service began $6 million in renovations to the street-level market area and basement of Historic Faneuil Hall in Boston, MA. The renovations included: renovation of retail tenant areas (including new HVAC, FP, FA, P). The most significant change to the market level was the addition of the National Park Service Visitors' Center and Information HUB (of environmental graphics and interactive iPad stations). The basement level was renovated for new public restrooms, Park Ranger offices; and an NPS Education Center (with seating and presentation stations). The market and basement levels are connected by a new communicating stair that was cut through the existing historic structure. Additional egress is provided by an exterior stair that connects the basement to the building exterior. The exterior construction was preceded by an intensive archaeological dig that yielded over 3,000 new artifacts highlighting the history of Faneuil Hall from the 18th and 19th Centuries.

Market Level Retail Tenant Stalls

David Michael Lieb, RA served as
Construction Management Inspector representing the National Park Service on-site during the 15 month project from 10/2010 through 01/2012



Stair and Lobby for Toilet Rooms and Education Center

Education Center at Basement Level

Rehab Historic Faneuil Hall for New NPS Visitor Center and Education and Information HUB
Boston, MA

David Michael Lieb, RA
CM Inspector

Atkins North America for the
National Park Service
Client

New Exterior Sloped Entry to Market Level for Universal Access

US Secretary of the Interior Ken Salazar at the Grand Re-Opening June 2012

In November 2010, the National Park Service began $6 million in renovations to the street-level market area and basement of Historic Faneuil Hall in Boston, MA. The renovations included: renovation of retail tenant areas (including new HVAC, FP, FA, P). The most significant change to the market level was the addition of the National Park Service Visitors' Center and Information HUB (of environmental graphics and interactive iPad stations). The basement level was renovated for new public restrooms, Park Ranger offices; and an NPS Education Center (with seating and presentation stations). The market and basement levels are connected by a new communicating stair that was cut through the existing historic structure. Additional egress is provided by an exterior stair that connects the basement to the building exterior. The exterior construction was preceded by an intensive archaeological dig that yielded over 3,000 new artifacts highlighting the history of Faneuil Hall from the 18th and 19th Centuries.

David Michael Lieb, RA served as Construction Management Inspector representing the National Park Service on-site during the 15 month project from 10/2010 through 01/2012 and through project close-out 07/2012.

Information HUB at NPS Visitor Center

Rehab Historic Faneuil Hall for New NPS Visitor Center and Education and Information HUB
Boston, MA

David Michael Lieb, RA
CM Inspector

Atkins North America for the National Park Service
Client

The USS Cassin Young, a WWII Fletcher Class Destroyer, is a decisioned U.S. Navy museum ship housed and maintained by the National Park Service at Dock 1 adjacent historic Dry-Dock 1 at the Charlestown Navy Yard, Charlestown, MA. In 2010, The NPS undertook major rehabilitation operations on the ship that included: dry-dock and keel block preparations; dry-dock of the ship in historic Dry-Dock 1; removal of marine growth and hydro-washing of the steel hull; de-leading interior compartments of the hull; steel cutting and removal of hull sections; replacement of plate steel via welding; and final painting and preparation to return the ship to berth at Dock 1. During the rehabilitation process it was determined that more substantial rehabilitation would be required. The US Navy in partnerhsip with the NPS completed the repairs and the ship was returned to berth in October 2013.

David Michael Lieb, RA served as Construction Management Inspector representing the National Park Service during the initial rehab operations between 5/2010 and 5/2011.

Rehab USS Cassin Young
Charlestown, MA

David Michael Lieb, RA
CM Representative

Atkins North America for the
National Park Service
Client

2010

National Park Service /
BOST 233290
Rehab Quarters 265 E/F and I-5
Boston National Historic Park
Charlestown, MA

David Michael Lieb, RA
CM Representative

HDR, Engineering, Inc. for the
National Park Service
Client

01/2017 - 08/2017

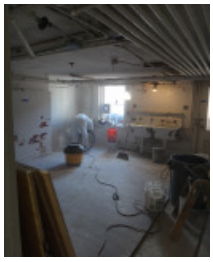
The Historic Building 265 Quarters E and F, and Building I, Quarters I-5 is located in the Boston National Historic Park, Charlestown Navy Yard, Charlestown, Massachusetts.

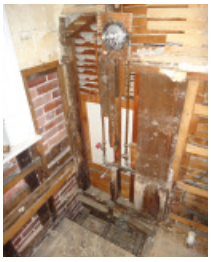
Quarters 265 were built around 1830 as townhouse quarters for Naval command officers and their families stationed at the Boston Navy Yard. The distinctive 4 story townhouses are constructed of masonry bearing wall construction with wood timber and purlin construction, brick facades, slate roofs with copper gutters and downspouts and garden yards in the rear. The quarters townhouses today provide administrative offices and government employee housing.

The historic Marine Barracks or Building "I" was built between 1810 and 1811 and underwent a series of modifications in 1902 to arrive at the current building height that stands today. The building stands as the oldest surviving Marine Barracks in the United States. The building is now home to National Park Service regional archives, administrative offices and government employee residences.

The BOST 233290 Rehab Quarters project included: I-5 bathroom renovations and electrical service upgrades for Code; Quarters F had initial project demolition completed and then remaining scope was transferred to Quarters E. Quarters E underwent major rehabilitation including: new bathrooms, kitchen, Lead in Construction, de-leading of historical fireplaces, surface lead stabilization, wood floor refinishing, painting throughout, and major rehabilitation Code upgrades for electrical and domestic water supply piping.

During the project, tenants were temporarily re-housed on and off-site. Specific Duties and Responsibilities: Served as Independent Consultant to HDR Engineering, Inc. in the position of Construction Manager Representative (CMR) representing the National Park Service – Denver Service Center on-site at Charlestown, MA. In this capacity, Mr. Lieb worked closely with HDR Engineering, Inc., NPS-DSC project team members (PM, COR, CS, CO and Branch Chief) and NPS-BOST team members (Historical Architect, Director of Facilities, Chief of Staff, Law Enforcement and Safety) project scope and coordination.





National Park Service /
BOST 225875
Stabilize Truck and Track Scales
Boston National Historic Park
Charlestown, MA

David Michael Lieb, RA
CM Representative

HDR, Engineering, Inc. for the
National Park Service
Client

04/2017 - 08/2017

The Historic Scale House at the Main Entry to today's Charlestown Navy Yard / Boston National Historic Park, served as the primary scale check point of the Boston Navy Yard serving Dry-Dock 1 and Piers 1 and 2. The existing truck and track scales experienced significant degradation and decay since the Charlestown Navy Yard was closed and the scales were inactive. The stabilization project included removal of existing concrete scales, sub-structure steel and steel weight and counterbalance components in both scale pits. This project was complex from several standpoints: the truck scale served as a main entry and security check-point into Charlestown Navy Yard / BNHP and work activities would reduce traffic ingress and egress from 2 to 1 traffic lane; the age, condition and weight of existing scale components meant that many structural steel components had to be cut out with cutting torches, steel removed and disposed of that presented safety concerns both inside the pits, in adjacent site areas and involved heavy equipment in small areas. New construction included gravel fill, installation of structural reinforcing bars and pouring and finishing structural concrete slabs to emulate historical features but stabilize the site for years to come.

Specific Duties and Responsibilities: Served as Independent Consultant to HDR Engineering, Inc. in the position of Construction Manager Representative (CMR) representing the National Park Service – Denver Service Center on-site at Charlestown, MA. In this capacity, Mr. Lieb worked closely with HDR Engineering, Inc., NPS-DSC project team members (PM, COR, CS, CO) and NPS-BOST team members (Cultural Resources PM, Director of Facilities, Facilities General Foreman, Law Enforcement and Safety, and the US Navy Commend and Security) for project scope and coordination.








BOST 166221
National Park Service /
Boston National Historic Park
Building 5 Roof Rehabilitation
Charlestown, MA

David Michael Lieb, RA
CA/CM Inspector
Lammey + Giorgio, PA
for the National Park Service
Client

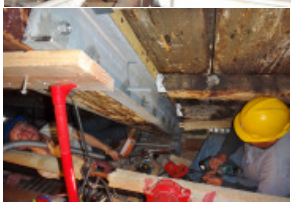
The historic Building 5, located in the Boston National Historic Park, Charlestown Navy Yard, Charlestown, MA, was constructed during the War of 1812. Building 5 (as it's presently known) is a Federal-style building that served as the original Navy Yard's storehouse. It was constructed of load bearing exterior brick walls with heavy timber infill and heavy timber roof trusses in mortise and tenon construction. From historical research, the building was designed for wood shake roofing. Between 1850-1930 the building went through several renovations that included rehabilitating interior structure to replace heavy timber with steel and concrete, though the original timber roof trusses remained. During this same period the shake roof was replaced with heavy, slate tile roofing to engage the overall fabric of the Navy Yard. From the 1930's until 1974 it housed the Boston Navy Yard officer's club, mess hall, and unmarried officer's quarters. Present day, Building 5 at 31,899 SF, stands as the oldest structure in the Charlestown Navy Yard and an active NPS and US Navy facility serving the Boston National Historic Park and Charlestown Navy Yard (active deployment for the USS Constitution). The first floor of the building houses the NPS Visitor Center and Navy mess hall. Upper floors still house active Navy personnel barracks and administrative offices. The Roof Rehabilitation project included Interior structural repairs to roof sheathing (20% of total roof surface area of 12,600 SF), heavy timber trusses were reinforced with steel channels in four locations, lag screw and steel thru-bolt check repairs in 100 locations, and repairs to structural roof purlins. Exterior selective slate roof tile repairs and replacement, repair of copper flashings, gutter spouts, downspouts and painting of misc. ferrous metals were also included. All work was completed while the building remained in 24/7 operations.

The CA/CMR on-site services included overseeing the general execution of the contract documents, Inspection of field work, coordination with the A/E, oversight of hot work permits and work as required by BNHP. Other services included: project documentation, routine on-site oversight, submittal review, resolving field conditions, chairing weekly project meetings, and review of pay requests, certified payrolls (including labor interviews) and general support for the COR/CS/CO at BNHP.

David Michael Lieb, RA, worked closely with L+G, the NPS Team at BNHP and US Navy leadership.

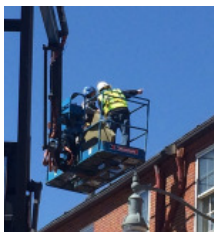











National Park Service /
Boston National Historic Park
Marine Barracks Roof Replacement
Charlestown, MA

David Michael Lieb, RA
CA/CM Inspector

John Milner Architects, Inc.
for the National Park Service
Client

06/2014 - 05/2015

The historic Marine Barracks or Building "I", is located in the Boston National Historic Park, Charlestown Navy Yard, Charlestown, Massachusetts. The building was built between 1810 and 1811 and underwent a series of modifications in 1902 to arrive at the current building height that stands today. The building stands as the oldest surviving Marine Barracks in the United States.

As an integral building in the Charlestown Navy Yard, the Marine Barracks served the Yard during two world wars and wars in Korea and Vietnam. In 1974, the active Navy Yard was closed and the existing acreage transferred to the stewardship of the National Park Service .

The building is now home to National Park Service regional archives, administrative offices and government employee residences.

As an active historical building, the BNHP undertook rehabilitation and replacement of the existing slate roof with copper flashing, gutter and downspout systems; EPDM roof with copper gutters; and flat seam copper roofs on the north side of the building. John Milner Architects, Inc. was retained through IDIQ contract to perform the assessment and develop Contract Documents for the project. LIEBSTUDIOS: architecture, sub-contracted with JMA for the CA/CMR services during the construction of the roof replacement between June 2014 and April 2015.

The project was rich with complexities as the existing roof had been in place for an estimated 70 years since last replacement and rehabilitation and yielded many latent existing conditions that had to be evaluated and responded to with the replacement.

The CA/CMR on-site services included overseeing the general execution of the contract documents, Inspection of field installation of copper gutters, flashings, and field soldering, conducting and issuing hot work permits as required by BNHP. Other services included: documenting the project, providing regular on-site oversight, review of submittals, preparation of sketches to address field conditions (reviewed with JMA), chaired weekly project meetings, and reviewed pay requests, certified payrolls (including labor interviews) and general support for the COR/CS/CO at BNHP.

David Michael Lieb, RA, worked closely with JMA, Inc. and the NPS Team at BNHP.

National Park Service /
CACO 163586
Head of the Meadow Bike Trail
& Hardened Trail Segment of the Old Kings Highway Connector
Truro, MA

David Michael Lieb, RA
CM Representative

HDR, Engineering, Inc. for the
National Park Service
Client

10/2017 - 08/2018

The Head of the Meadow bike trail, a 1.9-mile-long paved bicycle trail through protected wetlands, is located in Truro, MA providing a key connection from High Head Road to Head of the Meadow Beach. The "Connector" on Old Kings Highway continues the trail an additional .6 miles with access to adjacent campgrounds and access to Coast Guard Road and Coast Guard Beach and connecting to the Cape Cod Light and NPS Highland Center areas.

The existing trail was badly deteriorated and the base project scope was to prepare the site through extensive site clearing of vegetation, widen the existing trail width, reclaim existing trail materials and re-surface with new asphalt trail finish. At each trail head, new environmental bicycle trail signage and environmental hazard signs, DOT required detectable warnings and safety crossings were implemented.

Complexities included: working in a wetland environment with changing water levels, protected species (Eastern Box Turtle, Piping Plovers and the presence of additional wetland wildlife and waterfowl); winter conditions; weather (highest spring rain totals in recorded history for the outer Cape); work that continued into the summer season with access and logistical issues with the construction activities; work with ashaplt and Organic Lock hardened trail surface materials.

Specific Duties and Responsibilities: Served as Independent Consultant to HDR Engineering, Inc. in the position of Construction Manager Representative (CMR) representing the National Park Service – Denver Service Center on-site at Head of the Meadow Beach, Truro, MA. In this capacity, Mr. Lieb worked closely with HDR Engineering, Inc., NPS-DSC project team members (PM, COR, CS, CO) and NPS-CACO team members (Park Planner, Director of Trails) for project scope and coordination.

National Park Service /
MIMA 189323
Repair and Re-surface Battle Road Trail
Minute Man National Historical Park
Concord, MA

David Michael Lieb, RA
CM Representative

HDR, Engineering, Inc. for the
National Park Service
Client

10/2017 - 08/2018

"The Shot Heard Around the World" is a phrase from the opening stanza of Ralph Waldo Emerson's "Concord Hymn" written in 1837. It refers to the first shot of the American Revolution believed to have taken place on the Old North Bridge in Concord, MA, now the heart of the Minute Man National Historical Park.

Minute Man National Historical Park or "MIMA", is one of the largest National Park resources in New England and interprets the events that unfolded to start the American Revolution through historical structures and places, re-enactments, and educational programs. The time-line of events unfolds over an approximately 5-mile long Battle Road Trail that connects through the towns of Lincoln, Concord and Lexington. The Battle Road Trail system is a network of foot, bicycle and light vehicular pathways constructed out of crushed stone or "fines".

The MIMA 189323 project was awarded to include focusing on rehabilitation of two key trail sections at Hartwell Tavern, and at the historic Old North Bridge section where the primary Visitor Center is located in Concord, MA. The trail section at Hartwell Tavern received several new drainage structures, vegetated swales and crushed stone "fine" re-surfacing.

The trail section at the Old North Bridge included stabilizing the existing trail surface, re-grading in key areas of the west section, significant re-grading in the east section due to excessive erosion, installation of significant vegetated swales and re-surfacing with a new trail surface that included a stabilizer Organic Lock by Envirobond.

Specific Duties and Responsibilities: Served as Independent Consultant to HDR Engineering, Inc. in the position of Construction Manager Representative (CMR) representing the National Park Service – Denver Service Center on-site at Lincoln/Concord, MA. In this capacity, Mr. Lieb worked closely with HDR Engineering, Inc., NPS-DSC project team members (PM, COR, CS, CO) and NPS-MIMA team members (Cultural Resources PM, Chief Ranger LE, for project scope and coordination.








National Park Service /
Saugus Iron Works NHS Saugus River Turning Basin Reclamation
Saugus, MA

David Michael Lieb, RA
CM Inspector

Yeh + Associates for the
National Park Service
Client

09/2007 - 2009

The Saugus Iron Works National Historic Site, located in Saugus, Massachusetts is home to the first successful iron works and integrated foundry in the colonized America's that operated between 1646 and 1668. While other sites in the America's attempted similar processes, the Saugus Iron Works employed the process of reducing iron oxide with carbon to produce metallic iron that could be used for a host of decorative and construction uses in England and the colonies.

The SAIR Turning Basin project involved the removal of 7,300 yards of contaminated tidal basin sediments, construction of a gravel and cobble berm, restoration of wetland areas, and demolition and reconstruction of a 17th Century historic timber dock and bulkhead wall. The dock was the prime portal by which iron ore and processed metallic iron transferred by way of flat bottom boats between tall ships moored off of what is now Lynn and Revere, Massachusetts.

The project represented a truly collaborative team of engineers, environmentalists, and archaeologists from the National Park Service, the U.S. Army Corps of Engineers, the Environmental Protection Agency, the Massachusetts Department of Environmental Protection, U.S. Fish and Wildlife Service and Construction Management Services.

The removal and reconstruction of the 17th century timber dock and bulkhead wall structure were completed utilizing historically accurate methods and materials, including hand-adzed finishing of timbers, mortise and tenon joints, and wooden pegs for fasteners. The process involved collaboration with NPS personnel and work was inspected by the Construction Management Inspector prior to, during and after installation.

A temporary coffer dam system was utilized to isolate and protect each work area from tidal changes of the Saugus River and to keep dewatering of contaminated materials inside the work area. Consultation with NPS archeologists was critical to all activities due to the possibility of archaeological finds from early Native American developments and the Iron Works site.

Upon completion of soils removal in phase II, a diverse collection of native wetland plantings were installed in the mud flat wetland and upper wetland zones to restore and stabilize the adjacent wetlands.

In October 2006, the National Park Service undertook major renovations to the Saugus Iron Work National Historic Site for a new, renovated Visitor Center within an historic 17th Century house; renovate two houses for Park offices and staff use; and provide Universal accessibility from the upper Park down to existing historical Blast Furnace and Forge structures that included a new timber bridge over existing historical resources and a new switch back sloped, serpentine pathway.

The renovations at the Visitor Center included significant architectural and structural investigation and consultation with NPS cultural resources staff to ensure compliance with Section 106 and also historic methods of construction.

The accessible pathways and bridge over the historic sluice way (that provides water to turn the Blast Furnace water wheel) involved significant 106 compliance by way of the NPS Cultural Resources staff and constant supervision and inspection during construction by the Construction management Inspector to ensure compliance and damage to existing resources. All surfaces were finished with asphaltic chip and seal.

In 2008, the project received the NPSSustained Park Accessibility Achievement Award.

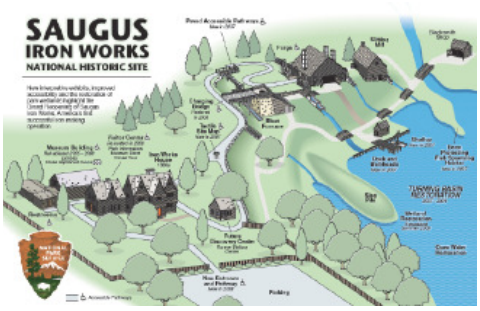


Image courtesy of NPS.Gov

National Park Service /
Saugus Iron Works NHS Historic Site
Accessibility and Safety Improvements
Saugus, MA

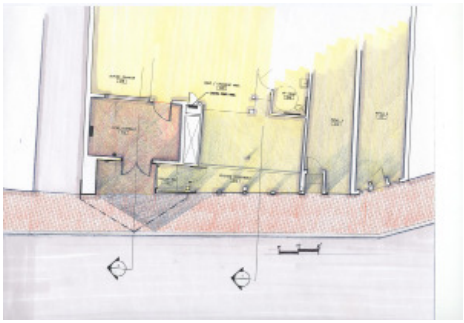
David Michael Lieb, RA
Principal-in-Charge

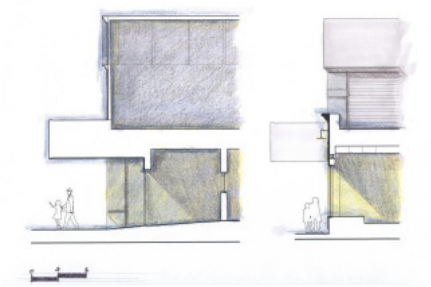
Alpha Corporation for the National Park Service
Client

10/2006 – 09/2007

The C. 1912 Crown Theater was built in the heart of Main Street in Downtown Amesbury. In 1919, the Theater building was renovated and re-opened as the Strand Theater. The Strand Theater was the local entertainment place and again in 1947 underwent major renovations adding a colonial tower and modern façade. The Theater closed in 1959 and since then the building has been used for commercial retail uses.

As part of the CDBG program administered through the Department of Community and Economic Development office that made public funding available for Main Street improvements, MASS Realty Trust in partnership with the CDBG program undertook a comprehensive renovation and rehabilitation to the theater building. The façade tower and marquee have been renovated to be sensitive to the 1947 design while allowing newer generations to appreciate the structure. The once modern façade, has been replaced with an energy efficient and street scale façade with historic detailing supporting the downtown re-development program. Accessibility into the building was improved through power-assist doors, and "push for service" signage and call bells.





Strand Theater Façade Renovations
Amesbury, MA

David Michael Lieb, RA
Principal-in-Charge

MASS Realty Trust
Client

2004 / 2005

EXISTING FACADE - BEFORE RENOVATION

NEW FACADE - COMPLETED 2005

The C. 1912 Crown Theater was built in the heart of Main Street in Downtown Amesbury. In 1919, the Theater building was renovated and re-opened as the Strand Theater. The Strand Theater was the local entertainment place and again in 1947 underwent major renovations adding a colonial tower and modern façade. The Theater closed in 1959 and since then the building has been used for commercial retail uses.

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Strand Theater Façade Renovations
Amesbury, MA

David Michael Lieb, RA
Principal-in-Charge

MASS Realty Trust
Client

2004 / 2005

The 460,000 SF J. Baker Shoe Building is an existing freestanding two-level building located in the Readeville section of Boston, MA and Dedham, MA.

The building was built c.1906 as a train repair facility for the Boston and Maine lines. At over 1000 feet in length, the building consists of masonry exterior bearing walls and structure of steel columns and girders (with rivets). Wood timbers and timber planking comprise the floor system throughout with steel open web-joists for the roof spans.

A conditions assessment was performed by David Michael Lieb along with in-house structural and electrical engineers to assess the existing conditions of the facility shell, interior, structural and electrical components. Reporting consisted of written report, exhibit drawings, and photograph details.

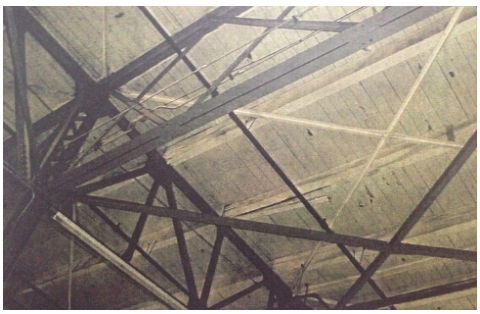
Using the conditions assessment, short and long-range repositioning plans for the facility were developed for the Client.

J. Baker Shoe Building / Original Boston and Maine Lines Rail Repair Facility
Readeville, MA

David Michael Lieb, RA
Project Manager / Investigator
at Carter::Burgess, Boston

A. Shapiro-Boston
Client

1999



Rogers Frisco Transportation Enhancement Redevelopment Project
Rogers, Arkansas

David Michael Lieb, RA
Project Manager / Designer at
PBA., Architects
Rogers, Arkansas

Main Street Rogers, AR
Client

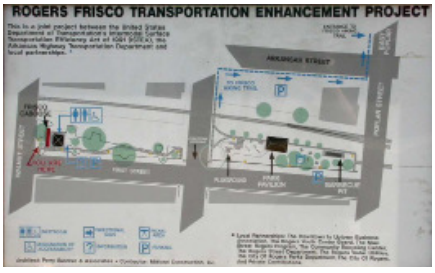
1996-1998

The Rogers Frisco Transportation Enhancement project was an ISTEA (Inter-modal Surface Transportation Efficiency Act) Funded project consisting of the re-design of a two-block downtown park to include a park pavilion, playground, public restrooms, and environmental graphics and site amenities. The second part of the project consisted of a 3/4 mile accessible pedestrian hiking trail from an adjacent from the downtown park connection with the Historic Frisco Soring structure (that provided water to the early steam locomotives) and connecting to a City park. All features of the project were designed for Universal Accessibility including the lower portion of the hiking trail from the City park to the Historic Frisco Spring structure using DOI difficulty levels.

David Michael Lieb, Project Manager, worked closely with Ms. Jenny Harmon, of the Rogers Main Streets program, on the grant application, subsequent design including historic research, design through contract documents. The project was completed in 1998.

The pavilion design was based on the original Frisco Train line depot meeting room and incorporated structural and aesthetic detailing from the original depot.

The children's park was designed for Universal Accessibility including integrated components and transfer points for an inclusive child experience. Historic lighting fixtures were fabricated from existing late 1800's casts the company still maintained.



Victory Theater Renovation
Rogers, Arkansas

David Michael Lieb, RA
Project Manager / Designer
atPBA, Architects
Rogers, Arkansas

Rogers Little Theater
Client

1996 - 2001

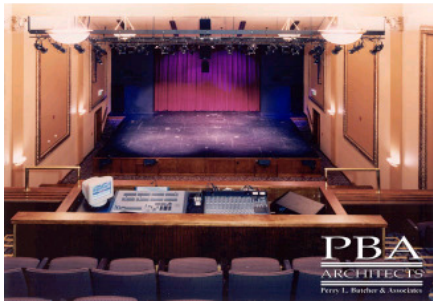
The Historic Victory Theater located in Rogers, Arkansas was the first silent picture in Northwest Arkansas. Residents would travel for miles to visit Rogers (home to the Historic Frisco Springs)and be entertained by a multitude of silent picture presentations. The existing structure built in 1926-1927, provided seating for over 700 moviegoers.

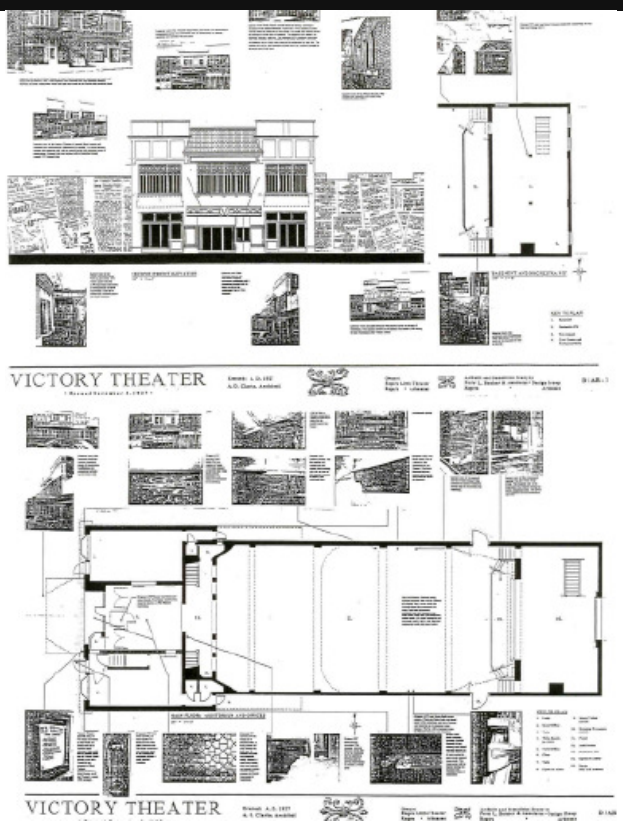
Within a few years the theater would transition to a full, sound motion picture theater and remain as such through the 1960's. As many "Main Streets" began to decline, the building was sold and had several uses, the most recent being an interior "flea market" with the grandeur of the existing structure hidden away inside and outside.

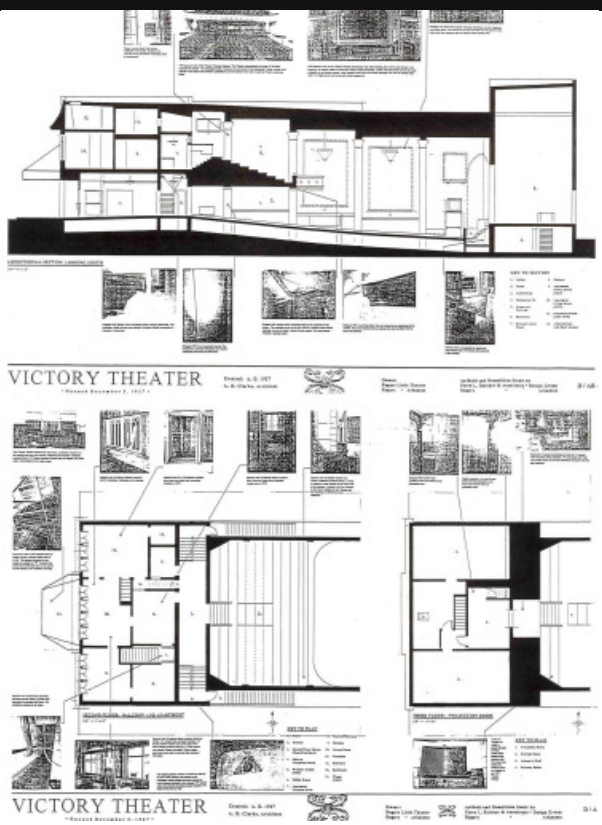
In 1996, David Michael Lieb, met Ms. Luanne Diffin, a board member of the Rogers Little Theater group. Up to that time the group performed at a small, metal roadside building approximately 7 miles from the downtown. A proposal was submitted and accepted, and David worked closely with the Little Theater Building Committee supported by Mr. John Mack, a partner at PBA Architects.

The first phase included documenting the existing historic structure, historical research that involved document research and interviews with residents that recalled the early days of the theater. After, demolition and hazardous material abatement proceeded, with David inspecting historical finds and architectural details throughout the building. Several hundred artifacts were found in furred out walls and other opened spaces, including playbills and tickets. Additional documentation included drawn and photographed documentation that culminated in very detailed existing conditions assessment documents and reporting.

The design for the "new" Rogers Little Theater Home included renovation of the entire structure including: rehab and restoration of historic plaster moldings and details; column capitals, mosaic tiles and wood flooring. Historic reproduction of the existing lighting fixtures proved too costly for the project and other monumental pendants were selected. The main level included: dinner theater seating, restoration of the stage and fly loft; staging area for catering; toilet rooms and a small gallery; ticketing; dressing rooms and a loading area. The balcony provided traditional seating. The upper level rooms that were the original apartment for the theater owner, were converted in costume and set design and production and administrative offices.







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Jackie Hosey, The Morning News

Return Engagement: David Lieb (left) and John Talbutt look over the stage at the Victory Theater in Rogers Thursday morning as former theater manager Emily Talbutt-Patton (center) and her daughter-in-law, Dee Talbutt (right), discuss renovation plans with the Rogers Little Theater building committee.

Theater Group Members Get Personal Tour

Original Owners Recall Memories

Jackie Hosey
The Morning News

Members of the Rogers Little Theater received a personal tour of their new home Thursday morning from the people who know it best.

Emily Talbutt-Patton, along with her son John and his wife Dee, toured the theater she originally ran with her husband, Walter, from 1934 until 1960. The downtown theater, which most recently housed The Old Theater Flea Market, was purchased by the Rogers Little Theater in November of last year.

Victory Theater Renovation
Rogers, Arkansas

David Michael Lieb, RA
Project Manager / Designer
atPBA, Architects
Rogers, Arkansas

Rogers Little Theater
Client

1996 - 2001