BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: November 3, 2011
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Keith Cota
Mike Dugas
Jill Edelmann
Cathy Goodmen
Tom Jameson
Marc Laurin
Kevin Nyhan
Alex Vogt

Federal Highway Administration
Jamie Sikora

NHDHR
Laura Black
Edna Feighner

ACEC-NH
Alex Koutroubas

City of Concord
Ed Roberge

Hoyle Tanner
Sean James

HSI
John Vancor

City of Manchester
Jessica Fleming

McFarland Johnson
Vicki Chase

Preservation Consultant
Liz Hengen

(When viewing these minutes online, click on an attendee to send an e-mail)

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Keene, X-A001(201), 10309S 8

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November 3, 2011

Concord (no project #)
Participants: Ed Roberge, City of Concord (eroberge@concordnh.gov); Liz Hengen, Preservation Consultant

Ed Roberge, Concord City Engineer and Elizabeth Durfee Hengen, Historic Preservationist and member of the Project Team presented the Concord Downtown Complete Street Project and noted that Concord recently applied for TIGER III funding and as a result, has begun the NEPA review process early in the design phase.

Ed Roberge outlined the project as part of a comprehensive study entitled “Rethinking Main Street”, and discussed the project’s purpose and need, and the extensive public participation leading up to the development of a community consensus design. The project proposes to improve a 12-block section of Main Street, about 4,200 linear feet in length from its intersection with Storrs

Street to the north, to its intersection with Storrs Street to the south. The project proposes to convert the existing four-lane roadway section (two-lanes in each direction) to a three-lane section (one-lane in each direction with a two-way, left turn lane) and to reconstruct sidewalks and walkways to address ADA barrier issues. The project will introduce streetscape features to calm traffic, promote bike use, and connect all transportation modes to the public transit system. All work is to be constructed within the existing public right-of-way along Main Street. The project will also feature an innovative roadway / sidewalk snow melt system to significantly reduce annual snow removal and ice treatment costs through the life of the project.

Liz Hengen noted that the core of downtown is included in a National Register Historic District and that some other individual buildings throughout the area of potential effect (APE) have been inventoried. There are, however, a number of buildings in the southern half of the APE that have not been evaluated. She further stated that the downtown is not rooted in a single period, but reflects physical changes that have occurred over the years in response to shifting transportation and market needs. Despite that, there are character-defining features—pedestrian scale, iron bollards, angular light fixtures, concrete sidewalks, low granite walls, crosswalks in contrasting color or materials—that have remained constant and will be reflected in the streetscape improvements.

Ed Roberge noted that there is very limited impact associated with this project. No wetland impacts are expected and given that this project is a streetscape improvement project, no negative noise, air quality, and flood protection impacts are expected. All work is to be completed within the City's public right-of-way so impacts to historic properties and park properties are not expected. However, given that the APE includes identified and potential historical resources, a request for project review (RPR) will be completed. Ed Roberge also noted that although the City is early in the project development phase, it was important to include historic and cultural review in the design process. The agencies in attendance appreciated the early review effort and being involved in the design process.

Initial thoughts by Laura Black of the Division of Historic Resources (DHR) indicated that the city should fill in any gaps in the survey work within the APE, so that all resources more than 50 years old are evaluated for National Register eligibility. Once that has been completed, a determination of effect can be made. Ed Roberge noted that although final design is not currently underway, conceptual design layout and streetscape improvements could be provided outlining the project scope. The cultural resource group concurred that final design plans would not be required to identify issues and potentially issue a finding on this project, this could be accomplished with the preliminary design plans. When asked whom the City would coordinate NEPA review with, Jamie Sikora of Federal Highway Administration expected that the City would coordinate its submittals though NHDOT's Bureau of Planning and Community Assistance as would be done with other federally funded, municipally managed projects.

Edna Feighner, State Archeologist, noted that although most of the downtown areas have been considerably disturbed over time, it would be worthwhile to undertake a Phase IA level review to evaluate potential areas of concern, particularly if construction for the steam vault work entails deep excavations. Similar to other utility projects, Ed Roberge noted that archeological staff could be included on the project team to monitor, review, and record construction.

In conclusion, Ed Roberge summarized the meeting noting that staff would be working with the project team to submit a request for project review (RPR) and appreciated the time afforded to Concord to outline this project so early in the process.

Loudon, 16188 (no federal #)
Participants: Vicki Chase, McFarland Johnson (vchase@mjinc.com); Keith Cota, Mike Dugas, Marc Laurin, NHDOT

M. Dugas gave the following overview of the study. In the early 1990s the Department studied the transportation needs of the 20 miles of NH 106 from I-393 in Concord to the Laconia Bypass in Laconia. The findings were compiled in a 1995 Environmental Assessment. Based on the traffic growth trends seen at the time of the study and the future traffic projections that were made based on those trends, the EA recommended widening NH 106 to provide two through lanes in each direction and a wide median within which exclusive left turn lanes could be provided at intersections. The total paved width of this cross section would be 92'. This "ultimate" improvement has not been undertaken, but rather several "interim" improvements have been built at locations throughout the corridor.

The Department is now re-evaluating the recommendations of the 1995 EA for the 11 miles of NH 106 extending from I-393 in Concord to Ames Road and Shaw Road in Canterbury. Traffic data collected since the 1995 EA indicate that the actual traffic growth rates have been much lower than was projected. The lower growth rates that have actually occurred in the intervening years indicate that the "ultimate" improvement is not justified in the immediate future. A revised roadway cross section has been developed that would be more appropriate for current and revised future traffic conditions. The proposed modified NH 106 cross section would retain a single through lane in each direction, but widen the roadway to provide a 16' wide median and 12' shoulders, for a total paved width of 64'. The median could allow left turn lanes at intersections or in areas with frequent driveways. In other areas with few or no driveways, the median would allow the provision of a passing lane for either northbound or southbound traffic. If any intersections between NH 129 and I-393 were to be signalized they would require the addition of a second through lane to provide acceptable traffic operations. The proposed three-lane cross section would not enhance the capacity of NH 106, but would improve its safety by providing refuges for left turning vehicles and safe passing opportunities.

The revised narrower NH 106 cross section would be fully within the footprint of the 1995 EA layout. However, one area of uncertainty is that regulations regarding water quality treatment have changed substantially in the intervening years and it is still unknown what measures would be needed for the NH 106 widening. Also, many or most of the potential wetland mitigation opportunities that were identified in the 1995 EA are now in conservation by others and would no longer be available to the Department.

V. Chase discussed the cultural resource review undertaken to update the information in the 1995 EA and the evaluation of the potential impacts with the current proposed concept.

Historic Resources

The initial Phase 1 study conducted for the 1995 EA identified 211 individual potentially historic buildings and eight potential historic districts within the 21 mile study corridor, which passed through portions of six towns: Concord, Loudon, Canterbury, Gilmanton, Belmont, and Laconia. Of these, the Determination of Eligibility committee found that ten individual structures and two historic districts, (the Rocky Pond Summer Camp Historic District and the Loudon Road Agricultural District) were eligible for the NR. FHWA and SHPO found that there would be adverse effects to one property, the Daniel Hill/Winthrop Hill House, and to both historic districts; and non-adverse effects to another property, the Moody/Hunkins House. An MOA was signed by FHWA, SHPO, and the Advisory Council on Historic Preservation that included stipulations for mitigating effects to these resources.

For the current proposed study, the historic sub-consultant updated the DHR Inventory and Area forms prepared for the 1995 EA for properties that fall within the current project limits. The DOE Committee reviewed the DHR Inventory and Area forms and found four properties to be individually NR eligible.

The table below summarizes the findings of the 1995 MOA and status of the historic resource review to date. (Properties that were previously found to be NR eligible, but were not to be affected and fall outside of the 2011 corridor, are not included in the table.)

Historic Resources					
Resource	**Town**	**NR Eligibility 1995**	**Effect 1995**	**NR Eligibility 2011**	**Potential Effect 2011**
Moody Hunkins House	Belmont	Eligible	Effect (non-adverse)	Not reviewed	North of 2011 corridor
Daniel Hill / Winthrop Hill house	Loudon	Eligible	Adverse Effect	Not eligible (house demolished)	No effect
Rocky Pond Summer Camp Historic District	Canterbury and Loudon	Eligible	Adverse Effect	Not reviewed	North of 2011 corridor
Loudon Road Agricultural Historic District	Concord and Loudon	Eligible	Adverse Effect	Not Eligible	No effect
Bartlett Farm (See text)	**Concord**	**Not reviewed individually (previously part of Loudon Road Agr. District)**		**Eligible**	**Unknown**
Jones House (See text)	**Loudon**	**Not reviewed individually (previously part of part**		**Eligible**	**Unknown, unlikely**

		of Loudon Road Agr. District)			
Wales Bridge	Loudon	Eligible	No Effect	Eligible	No Effect
Brown Farm	Loudon	Eligible	No Effect	Eligible	No Effect

Bartlett Farm
The Bartlett Farm in Concord is comprised of three lots; a 155.7 acre parcel east of Josiah Bartlett Road (formerly Loudon Road), a 14 acre parcel between Josiah Bartlett Road and NH 106, and a 25.9 acre parcel east of Route 106. The farm is an active dairy farm, in continuous use since the early 1800s. The NR eligible boundaries are the legal lot lines of the three parcels, totaling 195.6 acres. DHR has requested additional clarification on the eligible boundary. The MOA for the 1995 EA stipulated that impacts to the Loudon Road Historic District acquisition were to be minimized and vegetative screening was to be developed to maintain the District's rural character. Under the current proposed project, the necessary right of way has already been acquired in this area as part of an interim improvement. The current proposed project would involve some side slope filling to accommodate necessary widening, but the current 2:1 slopes would be maintained. There is already guard rail along this section of roadway.

Jones House
The Jones house, close to the Bartlett Farm on Josiah Bartlett Road in Loudon is eligible for the NR because of its significance for its architecture and for landscape features immediately surrounding the house. DHR has requested additional clarification on the boundaries of the NR eligible parcel. The previous project included a reconfiguration of the intersection of Josiah Bartlett Road and NH 106 that would have required slope impacts near the Jones House. Under the currently proposed project, impacts will be limited to NH 106, so it is unlikely that there would be an effect to the Jones House.

Archeology
The 1995 EA involved a Phase 1 archeological study that identified areas of sensitivity within the 21 mile corridor. Subsurface investigations occurred at the nine areas sensitive for prehistoric resources, and resources were found at two of the nine locations, both of which are north of the current APE.

Eight historic sites representing domestic, agricultural, and industrial sites were identified within the 1995 EA. Of these, there would have been unavoidable impacts to four sites. Two of these sites, the Lovering Mill, and the Parker site, are in the current project corridor. The Parker site, on Asby Road in Canterbury, will not be affected, as it is set back from Route 106 and would previously have been affected by the proposed realignment of Mudgett Hill Road.

Archeological Resources (No Review Undertaken in 2011)					
Parker Site (historic)	Canterbury	Eligible	Effect		Within current corridor, but

					west of impacted area
Lindquist Site (prehistoric)	Loudon	Eligible	Effect		North of 2011 corridor
Paquette Site (historic)	Laconia	Eligible	Effect		North of 2011 corridor
Lovering Mill Site (historic)	**Loudon**	**Eligible**	**Effect**		**unknown**

Lovering Mill Site
The Lovering Mill Site lies along the Shaker Branch in Loudon, west of the current 106 alignment. The site includes foundation and dam remains, as well as wheel pit abutments and a sluiceway. Most of the remains fall on the west side of Shaker Branch, which parallels Route 106. The mill was in continuous operation from 1783 until 1960, first as a grist mill and later as a saw mill. For the 1995 EA, the Lovering Mill Site was documented via mapping, photography, and a NH Archeological Inventory Form (Site No. 27-MR-126). The 1995 EA proposed some filling of side slopes on the east side of Shaker Brook near the Lovering Mill Site. The MOA stipulated that since no excavation would be necessary to construct the fill slopes, no further documentation would be necessary. It further stipulated that "NHDOT will note the significance of the stone walls on all construction specifications to ensure that the walls are not disturbed." Proposed impacts in this portion of the corridor have not yet been determined. It is possible that the current project could involve excavation (for example, in order to construct a retaining wall) where none was proposed previously.

K. Cota reiterated that the footprint of the proposed project is contained within the footprint of the 1995 EA, so it is assumed that there will be no impact to areas that were not previously cleared for impacts to archaeological resources. E. Feighner requested that when the alignment is refined and the peripheral impacts from water quality treatment measures and/or stream crossing are quantified that the cultural resource agencies be consulted to identify archaeological survey needs, if any.

Manchester, X-A000(907), 14412A
Participants: Sean James (sjames@hoyletanner.com), Hoyle Tanner; Jessica Fleming, City of Manchester; Tom Jameson, NHDOT

This project was previously presented to the Cultural Resource Committee (CRC) on January 13, 2011. S. James presented an overview of the project and progress since the last CRC meeting. Historic Documentation Company, Inc (HDC) prepared an Individual Inventory Form (IIF) for the railroad trestle as previously requested by the CRC. The trestle was found to be eligible for National Register listing under Criteria C as a well-preserved and rare-surviving example of a specialized property type in New Hampshire. The IIF was reviewed at the October 26th NHDHR Determination of Eligibility meeting and concurrence was made with HDC's determination.

The project's preferred alternative includes removal of the trestle; therefore the project will have an Adverse Effect and likely require a Programmatic 4(f) document. Hoyle, Tanner will prepare the Effect Memo for the project and begin consultation on the project MOA.

Public meetings for the project have not yet been held and it was recommended by CRC members that public input on the loss of the resource be solicited and local historic groups be contacted as well. J. Fleming mentioned that there is a dedicated trail group interested in the project as well as the Manchester Heritage Commission.

Potential mitigation for the loss of the resource was discussed, although it was agreed by all parties that it was too soon in the process to make a final decision. Potential mitigation ideas discussed included: performing maintenance and creating a maintenance plan for a similar trestle bridge in the City, installation of an interpretive sign, installation of a historic marker or review of comparable trestles in the state. J. Sikora will review if the bridge needs to be marketed for re-use. It was noted that the wood components are creosote treated and considered hazardous waste. It would also be very difficult to remove the timber bent piles intact.

It was agreed that mitigation would be discussed after the public meetings.

[*Note: J. Sikora looked into the potential marketing of the bridge and confirmed that 23 USC 144(o) pertains only to the replacement and/or rehabilitation of highway bridges. It was thought that marketing the bridge could be more of a 'recycling' effort, however since the creosoted timbers are considered contaminated material, the reuse of any timbers would be very unlikely*.]

Nashua, NRBD-5315(021), 10040A
Participants: John Vancor, Hayner Swanson (jvancor@hayner-swanson.com); Marc Laurin and Alex Vogt, NHDOT

John Vancor of HSI provided an update of the contract to demolish the milliard boiler house as well as the effort to rehabilitate the adjacent chimney.

The contract to demolish the boiler house has been executed with NCM Demolition and Remediation, LP of Wilmington, MA. Asbestos abatement will commence in November and continue into December. Demolition of the building will be performed following asbestos abatement.

The program, which has been planned for rehabilitating the chimney, has been anticipated to include all recommendations contained in a May 2010 condition survey report by Boston Chimney & Tower.

Recognizing that previous evaluations did not include structural analysis of the chimney by a Professional Engineer, the City of Nashua retained Weidlinger Associates, Inc. (WAI) of Cambridge, MA to perform an analysis of the chimney.

WAI completed the analysis and concluded that the chimney does not comply with wind and seismic loading requirements. They further concluded that if the chimney is reduced in height from 180 to 100 feet, wind load criteria can be met.

A more refined analysis may provide justification to support a conclusion that wind load criteria could be met if the height is reduced to 120 feet.

WAI concludes that internal reinforcement will be necessary to comply with wind load requirements for any options for a chimney height higher than 100 to 120 feet.

In all cases, a waiver will be necessary for seismic requirements.

Professional Engineers from International Chimney Corporation reviewed the WAI analysis and concurred with the conclusions.

It was noted that there may be a historic basis for considering an option to lower the chimney to 150 feet because this may have been the original height when built.

Presently, the City is evaluating options to determine the feasibility of reinforcing the structure in order to comply with wind loading requirements for several height options including the 180 foot height; a reduced height of 165 feet and the reported original height of 150 feet.

Portsmouth-Kittery, A000(911), 13678F
Participants: Keith Cota, Kevin Nyhan, NHDOT; Alex Koutroubas, ACEC-NH

Keith Cota presented the draft agenda for the "Historic Bridge Preservation Made Easy" workshop that the department is providing as part of the MOA stipulation for the removal of Memorial Bridge. The workshop is to be held on December 8th and will feature a keynote speaker and case studies of successful bridge preservation projects. The workshop is being offered to NHDOT personnel, consulting engineers and municipalities. If there is enough interest in this workshop, the ACEC would like to present something similar at their annual meeting in April.

The NHDHR looked into possible keynote speakers. It would be up to NHDOT/ACEC-NH to hopefully secure one of the speakers on such short notice. DHR noted that the keynote speaker should not be a preservationist, as it would be more effective to have an engineer who is preservation minded, speaking. The three listed were Frank Nelson, retired Oregon DOT; Patrick Sparks, Sparks Engineering in Texas; and Steve Roper, Mass DOT.

Alex Koutroubas working with ACEC-NH sent out save-the-dates to local ACEC members. He also spoke with local historic preservation consultant Rich Casella, who is willing to participate. Edna Feighner will be presenting on behalf of NHDHR.

Laura Black asked that Memorial Bridge not be the focus of the workshop as it is not an example of bridge preservation. K. Cota noted that it may be more practical to use Memorial Bridge as an example of the process followed rather than a success story.

A. Koutroubas will be in touch as the date draws closer, to discuss final presentation details and send out a finalized agenda.

Keene, X-A001(201), 10309S
Participants: Jill Edelmann, NHDOT

Jill Edelmann presented a 1954 garage that the State is looking to demolish. This garage was slated for demolition in the 1990s project of the Keene-Swanzey, 10309. When the area was surveyed for historic properties in 1994 the garage was not included as it had not yet reached 50 years of age. The State is now looking to demolish the building as was planned in the original project, however none of the proposed 1990s roadwork will be taking place. J. Edelmann suggested an individual inventory form be completed on the garage to determine its eligibility. Laura Black suggested that an update to the Park-Fairview historic district also be undertaken. This would look at any changes to the area in the last 17 years and re-assess its eligibility, including the garage. J. Edelmann will have to review the requested update to the area form with the project manager. [With the understanding that none of the roadway work will take place, and the State will only be demolishing the garage, Laura Black concurred that an individual inventory form would be sufficient to determine eligibility.]

****Memos/MOA's**:

Submitted by: Jill Edelmann, Cultural Resources