

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

DATE OF CONFERENCES: May 7 and 14, 2009

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT John Corrigan Jill Cunningham Tom Jameson Wendy Johnson Marc Laurin Paul Lessard Jim Marshall Joyce McKay Kevin Nyhan Matt Urban Chris Waszczuk	DRED Bill Gegas	Holden Engineers Tom Levins	Jamie Paine
Federal Highway Administration Jamie Sikora	CLD Engineers JoAnn Fryer	Hoyle Tanner Sean James Jason Lodge Matt Low	City of Berlin Pam Laflamme
NHDHR Beth Muzzey Edna Feighner Linda Wilson	CMA Engineers Roch Larochelle	IAC Kathy Wheeler	City of Concord Ed Roberge
	Dubois & King Bob Durfee	LCHIP Amy Dixon	Town of Deering Craig Ohlson
	FST Kevin Gagne Bill Moore	Preservation Company Lynne Monroe	Town of Hancock David Drasba Kurt Grasset Mike Fallon
	Gunstock Mt. Commission Bob Durfee	S E A Consultants Wade Brown	Town of Lancaster Becky Newton
	HEB Chris Fournier	Tidewater Environmental	Town of Newport Jackie Cote

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

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Dublin, X-A000(301), 14319	2
Lancaster, X-A000(564), 14836	4
Amherst, TE-X-A000(560), 14832	5
New Boston, 14247	6
Pittsfield, X-A000(829), 15622	7
Newport, STP-TE-X-000S(417), 13500	7
Wentworth, 14517A (Selected Municipal ARRA-Related Project)	7
Berlin (no project numbers)	8
Harrisville, 15665 (no federal number) (Selected Municipal ARRA-Related Project)	9
Ashland, 14262 (no federal number)	9
Hollis, STP-TE-X-000S(430), 13488	10
Derry, 13652 (no federal number)	11
Concord (no project numbers)	11

Andover X-A000(697), 15335 and X-A000(710), 15335A	12
Hancock 15685 (no federal number)	13
Berlin, X-A000(052), 12958B	14
DRED Trails Projects	15
Deering-Antrim 14237 (no federal number) (Selected Municipal ARRA-Related Project)	16
Gilford 15626 (no federal number) (Selected Municipal ARRA-Related Project)	17
Greenland, X-A000(825), 15618	18

(When viewing these minutes online, click on a project to zoom to the minutes for that project)

Thursday, May 07, 2009

Dublin, X-A000(301), 14319

Participants: Kevin Gagne, FST (kgagne@fstinc.com); Lynne Monroe, Preservation Company; Tom Jameson, NHDOT

The Dublin Village project is a TE project that was one of NHDOT's original Context Sensitive Solutions pilot projects. Primary project goals include the slowing of vehicle speeds through traffic calming to increase pedestrian safety and allow for the permitting of new crosswalks. Cement concrete sidewalks with granite curbing are proposed along the south side of the corridor and along the north side near Old Common Road and between the fire station and the Town Hall oval. The design includes a geometric deflection and center island on Route 101 and the realignment of Old Common Road to form a new "t" intersection. The Town Hall Oval will be reconstructed to dimensions closer to the 38'x68' original dimensions (1917+/- to 1949), restoring the original "traffic calming" deflection. A temporary deflection test was performed (at Old Common Road) and the results showed that this type of traffic calming could effectively lower vehicle speeds. The project is nearing the completion of the Preliminary Design and project impact areas are well defined; from West to East:

Impact 1: Map 16, Lot 17 – Dublin School / Bk. 838, P. 301

Hist. Dist. Update Ref: 85a

Impact type: PERMANENT (approx. 1,390 sf)

Description: Triangular shaped parcel of land impacted by the realignment of Old Common Road to a "t" intersection configuration. Existing grass area will become paved town road. Previously paved area will become landscaped area. During abutter meeting, Dublin School representatives felt the new configuration could improve the school's gateway. The property rights will be acquired through quitclaim deed.

Conclusion: The Group consensus is that there was a no adverse effect, and this impact would trigger 4(f) and be classified as "de minimis".

Impact 2: Map 18, Lot 18 – Velda Jacques Cavanaugh Trust / Bk. 1698, P. 793

Hist. Dist. Update Ref: 85

Impact type: Temporary (approx. 785 sf)

Description: Grading, driveway alignment and paving. Property rights will be acquired through Right of Entry document.

Conclusion: The Group consensus is that this impact would not be adverse.

Impact 3: Map 16, Lot 19 – Dublin School / Bk. 1068, P. 580

Hist. Dist. Update Ref: 84**Impact type:** Temporary (approx. 1,100 sf)**Description:** Grading, driveway alignment and paving. Property rights will be acquired through Right of Entry document.**Conclusion:** The Group consensus is that this impact would not be adverse.**Impact 4:** Map 16, Lot 15 – Paul D. and Barbara K Delphia / Bk. 2467, P. 0623**Hist. Dist. Update Ref: 86****Impact type:** Temporary (approx. 9,200 sf)**Description:** Slope grading and landscaping. Property rights will be acquired through Right of Entry document.**Conclusion:** The Group consensus is that this impact would not be adverse. It was noted that there was a former hotel on this lot, but the design does not now impact the site.**Impact 5:** Map 16, Lot 35 – Yankee Publishing**Hist. Dist. Update Ref: 70****Impact type:** Temporary (approx. 3,200 sf)

PERMANENT (approx. 220 sf)

Description: Temporary impact includes driveway grading/paving and the relocation of 4 paved parking spaces - property rights will be acquired through Right of Entry document. Permanent impact is required for the sidewalk on the outskirts of the expanded oval - the property rights will be acquired through quitclaim deed.**Conclusion:** The Group consensus is that the relocated parking is in a non-contributing area of the parcel and that the temporary impact would not be a no historic properties affected. The proposed permanent impact for sidewalk would then not involve a 4(f).**Impact 6:** Map 16, Lot 11 – Town of Dublin (Dublin Library)**Hist. Dist. Update Ref: 72****Impact type:** Temporary (approx. 2,680 sf)**Description:** Overlay paving and sidewalk replacement.**Conclusion:** The Group consensus is that this impact would not be adverse.**Impact 7:** Map 16, Lot 10 – Town of Dublin (Town Hall)**Hist. Dist. Update Ref: 71****Impact type:** Temporary (approx. 1,380 sf)**Description:** Replacing pavement with landscaping and new sidewalk.**Conclusion:** The Group consensus is that this impact would not be adverse.**Impact 8:** Map 16, Lot 36 – Phyllis S. Burt Rev. Living Trust**Hist. Dist. Update Ref: 69****Impact type:** Temporary (approx. 80 sf)

PERMANENT (approx. 550 sf)

Description: Temporary impact includes driveway grading/paving - property rights will be acquired through Right of Entry document. Permanent impact is required for the sidewalk on the outskirts of the expanded oval - the property rights will be acquired through quitclaim deed.**Conclusion:** The Group consensus is that the temporary impact would not be adverse. The proposed permanent impact for sidewalk will be classified as “de minimis”.

Impact 9: Map 16, Lot 37 – Dublin Community Church**Hist. Dist. Update Ref:** 68**Impact type:** Temporary (approx. 310 sf)

PERMANENT (approx. 435 sf)

Description: Temporary impact includes driveway grading/paving - property rights will be acquired through Right of Entry document. Permanent impact is required for the sidewalk on the outskirts of the expanded oval - the property rights will be acquired through quitclaim deed.**Conclusion:** The Group consensus is that the temporary impact would not be adverse. The proposed permanent impact for sidewalk will be classified as “de minimis”.**Impact 10 Hist. Dist. Update Ref:** 71A - Oval**Impact type:** PERMANENT (approx. 1,220 sf)**Description:** Permanent impact is required to remove the existing oval granite curbing, grade the area to meet proposed grades and re-set the granite curbing at proposed location.**Conclusion:** The Group consensus is that this is one of the most important areas of the project; therefore there will be some stipulations to ensure that the changes become an asset to the District:

1. All pavement markings and crosswalks must be consistent with the Manual on Uniform Traffic Control Devices (MUTCD). The textured "gore" areas shown on the plans should be grey (no brick or other colors) - granite slabs were discussed; but NHDOT had maintenance concerns; cement concrete would be acceptable, stand out next to bituminous, and would minimize NHDOT maintenance.
2. Proposed sidewalks are cement concrete with granite curbing.
3. Crosswalks may utilize the inlaid thermoplastic technology to improve visibility; but patterns should be white or yellow since they resemble traffic markings (no odd coloring) and configurations consistent with MUTCD.
4. The treatment of the area within the oval will be of utmost importance to the success of this project element. This means that the landscaping layout and materials within the oval must be well thought out. **NHDOT will stipulate that a Landscape Historian, be consulted as a condition of the "no adverse impact" project classification.** Linda Wilson noted Lucinda Brockway because of her knowledge of the area and her sensitivity to historic properties. This is very important in terms of minimizing the level of Environmental Documentation that will be required. FST will be provided with the name(s) of qualified historians and we will discuss with them with the Selectboard the scope/fee for this work. It is not anticipated to be a large-cost effort.

The design for the oval should be reviewed at a later meeting. It was concluded that if the above stipulations were followed the project would have a no adverse effect with a de minimis 4(f).

Lancaster, X-A000(564), 14836**Participants:** Becky Newton, City of Lancaster (788-3391- Becky@lancasternh.org); Tom Jameson, NHDOT

This project was presented as a Streetscape Improvement Project, including Route 2, Route 3 and Mechanic Street Sidewalk. The sidewalks on Portland Street (State Route 2) and Mechanic Street are in need of improvements. The project will involve removal of existing concrete sidewalks. New asphalt sidewalks will be installed on Route 2 and Mechanic Street. In the vicinity of the Covered Bridge,

specialty sidewalk design may be incorporated, if project funds allow and a “period appropriate” look can be achieved. The design specifications can be worked out with and reviewed by NHDHR at a later date. Either cobblestone pavers, brick pavers or a colored concrete stamped to resemble brick will be utilized. All areas will have granite curbing. All work takes place within the road right-of-way. NHDHR requested review of the design, in particular the design near the covered bridge.

All ADA requirements will be met including installation of approximately 11 new driveway tip downs. ADA detectable warning surfaces for sight-impaired pedestrians will be installed at appropriate points. The concrete sidewalks in front of Town Hall are in good condition and are not being replaced as part of this project. 1800 linear feet of work is proposed. All work will take place within the road right-of-way. One driveway with access off Route 2 will be corrected with new access off Mechanic Street. This is a safety measure.

Coordination with the power company will be essential. Two utility poles need to be removed as part of this project. Verizon (at that time) and PSNH did a walk-through a few years ago. The Town has contacted Mike Mills of Fairpoint Communications to schedule this work.

Installation of granite curbing on the outside of the sidewalk will protect the asphalt from damage by road plows. Sidewalks are to sloped 1-2% away from the road to prevent road icing. Curbing is to be set ¼ to ½ inch above asphalt for this purpose. The project will be an Expedited Proposal Bid and municipally managed project. The engineer and the construction company shall meet all requirements of the funding agencies.

Note: There is one small section of old granite block set as a retaining wall. In this location, the granite is to remain undisturbed by the contractor. If the sidewalk has to be widened, it is to be widened on the roadside. The Town realizes it may lose a bit of the grassy swale between the sidewalk and road, but this will be a necessary result of the need to widen the sidewalk to meet ADA requirements.

The conditions of State Historic Preservation Review indicate that once design is near completion, the project is to be returned to the Cultural Resource Meeting for Review. It is not anticipated that there will be any archeological material located during actual construction as this road has a water line and a sewer line and has been disturbed many times in the past. Edna Feighner stated that the vicinity of the covered bridge the area outside the right of way held high sensitivity for archaeological resources. If the design goes outside the right-of-way, the area will require monitoring or archaeological survey.

Amherst, TE-X-A000(560), 14832

Participants: JoAnn Fryer, CLD (jlf@cldengineers.com); Kathy Wheeler, IAC; Tom Jameson, NHDOT

JoAnn Fryer of CLD Consulting Engineers, Inc. and Kathleen Wheeler of Independent Archaeological Consulting, LLC presented the project on behalf of the Town of Amherst. The project is a Municipally Managed TE-funded project. Tom Jameson is the NHDOT Project Manager and was also present at the meeting.

Project Overview

The project was originally presented at the monthly Cultural Resource Agency Meeting on January 8, 2009. Given the proximity of the cemetery and known burials outside the cemetery boundaries, the NHDHR determination at that meeting included: Additional information is needed to complete the

review for archeological resources. Archaeological survey, Phase 1A & 1B, was requested prior to ground disturbing activities. Monitoring will be required during construction. All phases of archaeology need to be completed if necessary.

J. Fryer gave a brief overview of the project, noting that the plan is fairly similar to what was presented at the January meeting. Potential changes to the project include addition of a widened gravel shoulder for parking along the west side of Courthouse Road (away from the cemetery), which may also require an extension to the culvert. The Town is currently evaluating whether this will be included or not.

K. Wheeler presented the results of the Phase 1A sensitivity assessment, which included ground penetrating radar (GPR) survey to determine the presence of anomalies within the project area. The survey was completed on April 19, 2009, covering the project area to the west of (in front of) the Town Hall, as well as the paved parking lot to the north of the building. The GPR scan did not reveal any apparent burial features within the project area of potential effect (APE). The geophysical survey did, however, identify more than a dozen anomalies to the north of the Town Hall. This area is outside the planned limits of excavation for the project. Recommendations from the Phase 1A Study include monitoring during construction of the granite curbing and catch basins.

Hand excavation was not performed because of the relatively minor horizontal and vertical impact in the available locations and the disturbance that has already occurred with the water line. No Phase 1B Archaeological work is recommended.

Pennichuck Waterworks is also planning to complete test pits at Mill Lane (on the north side of Town Hall) to determine if they will replace their 1½" water service line. They applied to the Town for a road-opening permit; upon consultation with CLD and IAC, the Town has informed them of the results of the GPR and is requiring Pennichuck to have an archaeologist on site prior to any excavation operations.

NHDHR Determinations

- NHDHR concurs with the Phase 1A Archaeological Study and Recommendation for monitoring required during reconstruction/construction of catch basins and granite curbing.
- No Adverse Effect to cultural resources.

An effect memo was signed.

New Boston, 14247

Participants: Jason Lodge (jlodge@hovletanner.com), Matthew Low, HTA; Kathy Wheeler, IAC

M. Low provided an update of the project's progress since the initial presentation in June 2008.

The following items were discussed in regards to the Lyndeborough Road Bridge (064/056) over the South Branch of the Piscataquog River:

- The committee concurred with the results of the Phase 1A Study, Individual Inventory Form and Area Form. No historic or archaeological properties will be affected.

- If the limits of disturbance are expanded, then further archaeological investigation may be required and the project will need to be presented to the Committee again.
- The Committee did not require any further actions or meetings and signed the Memorandum of Affect.

Pittsfield, X-A000(829), 15622**Participants: Matt Urban**

The subject project is located at the intersection of NH Route 28 and Leavitt Rd. in the Town of Pittsfield. The proposed work consists of the addition of turning lanes to both the north and southbound traffic off of NH Route 28 onto Leavitt Rd. In addition, four mast arms have been proposed for the installation of signalized lights. This location was identified as a HISP project based on the crash records, fatalities, and injuries. All work, with the exception of minor pavement overlay on existing pavement surfaces will be located within the Departments ROW.

Although several older buildings were adjacent to the project, the Cultural Resources Committee agreed that the proposed work would not affect historical or archaeological resources and indicated that a no Historic Properties Affected Memo would be appropriate.

Newport, STP-TE-X-000S(417), 13500**Participants: Bob Durfee, Dubois and King (Rdurfee@dubois-king.com); Jackie Cote (ljcote@lglide.net) Newport Historical Society; Amy Dixon, LCHIP (adixon@lchip.org)**

B. Durfee provided a brief overview. Two covered bridges (Pier, No. 57 & Wright's No. 58) on the Concord to Clermont Railroad or the Sugar River Trail will have fire protection installed (Sprinkler system, intumescent paint (no-char), and 120 volt power). A water source for the sprinkler systems (water storage tanks) are not planned at this time due to excessive cost/lack of funds for installing tanks, and the need to secure additional right-of-way for tank construction. Structural repairs include patching roofs and siding and deck and runner plank replacement. Top chord repairs to truss at Wright's bridge planned.

The Committee indicated that tree trimming and trenching for utilities at Wright's bridge would not impact cultural resources. Closing the bridge and trail during construction needs to be coordinated/approved by DRED. Preliminary (60% complete) plans will be submitted to the committee for review prior to completion of final design.

This project will have no adverse effect on the bridges. As long as the project stays within the right-of-way, impacts to archaeological resources are not anticipated.

Wentworth, 14517A (Selected Municipal ARRA-Related Project)**Participants: Bob Durfee, Dubois and King (Rdurfee@dubois-king.com)**

B. Durfee provided an initial review of the Phase I & II rehabilitation of the 1928 high Warren Truss Saunders Hill Road Bridge over the Baker River (Bridge No. 142/096), which was determined eligible in the 1980s with a score of 16.

Phase I repairs were completed in January 2009 and included replacing all existing stringers, installing cover plates on floor beams, replacing deteriorated rivets on the trusses, and patching the timber deck.

Phase II repairs, scheduled for July 2009, include replacing the timber deck with a new timber deck, timber bridge rails, approach guard rails, roadway and bridge deck paving, replacement of one vertical member, drainage improvements (ditching) and bridge painting. The welding of one cover plate might be necessary depending on its deterioration.

A Memorandum of Effect was submitted on September 11, 2008, covering proposed work under Phase I. A new Memorandum for Phase II will be submitted.

An Environmental Review (short form) was submitted on November 20, 2008 for Phase I. A revised form will be submitted for Phase II.

The Committee indicated that existing steel angle bridge rails might be removed and remounted if necessary for new bridge rail installation. Minor weld repairs to existing truss members (vertical members) are permissible. A NH Historic Property Documentation form (short form) will be required in its entirety under Phase II. Large format photographic documentation was performed during Phase I and prior to construction.

The project (Phase II) will have no adverse effect on the bridge. No federal funds are involved at this time, however this is a potential for ARRA funding for Phase II.

Note: 06/04/09 - This project is a Selected Municipal ARRA-Related project.

Berlin (no project numbers)

Participants: Chris Fournier, HEB (Cfournier@hebcivil.com)

This project was presented as the initial review of the pedestrian Berlin Mills Bridge (252/077) over the Androscoggin River. Designed by Storrs and Storrs and constructed as a highway bridge in 1915-16 by Boston Bridge Works, the bridge was converted to pedestrian use in 1987. The goal of the City of Berlin is to repair, improve, or replace the pedestrian crossing and allow for safe boat passage under the bridge superstructure.

The following items were discussed:

- A brief overview of the history, recent events, and potential rehabilitation of the Berlin Mills Bridge was presented to the attendees.
- The existing condition of the bridge structure was discussed as was the need for rehabilitation of the bridge.
- Three proposed rehabilitation options were presented including repair, improvement, and replacement.
 - The repair option includes repainting the structure along with making repairs to the concrete piers and steel superstructure.
 - The improvement option includes two alternates to raise a portion of the bridge superstructure to allow for additional room for boat passage by the National Forest Park during high water events. The first was to raise the Warren Pony truss using ramps to access this span, and the second was to raise the entire superstructure, providing access with the end spans.
 - The replacement option included three alternates to replace the bridge superstructure to reduce the amount of maintenance required in the future and reduce the current project cost.

- The costs of the three options were briefly discussed. Option 1 around \$800,000, option 2 around \$900,000, and the option 3 ranging from \$500,000 to \$2,000,000, depending on the type of bridge selected.
- General responses from the attendees suggest that option 3, replacement, might be difficult to fund through the TE program. It was noted that the first alternative for option 2, raising the Warren Truss, would have the least adverse effect to the potentially eligible bridge other than the first option. Mitigation for this option might be the documentation of the bridge. The attendees preferred option 1 because it would preserve the structure in its current state for many years to come. Also discussed with option 1 was the potential to move the NFHP boat launch to a different location or to purchase a lower profile tour boat.

The committee requested continued consultation as the project develops further.

Harrisville, 15665 (no federal number) (Selected Municipal ARRA-Related Project)

Participants: Tom Levins, Holden Engineers (hes@holdenengineers.com)

Tom Levins opened the meeting with a brief summary of the bridge site and project scope. The project is included in the selected Municipal ARRA-related funding.

The project involves constructing a new prefabricated superstructure (likely glued laminated timber) on existing concrete abutments over Skatutakee Lake. The bridge has a load rating of 10 tons and is on the State's Red List. The existing 1960 concrete T-beam has areas of heavy spalling along the exterior fascias. The concrete abutments have some minor cracks. The abutments will require some minor repairs along the face and some reconstruction at the bearing seats to accommodate the new superstructure. The existing bridge width is 20 feet between curbs. The proposed bridge travel width is 20 feet.

The proposed roadwork will be done within the Town Right of Way. Hancock Road will be closed during construction, and traffic will be detoured.

It was concluded that no archaeological or historic resources will be affected, and a memo can be signed.

Ashland, 14262 (no federal number)

Participants: Tom Levins, Holden Engineers (hes@holdenengineers.com)

Tom Levins opened the meeting with a brief summary of the bridge site and project scope. The River Street Bridge crosses the Squam River just south of Little Squam Lake, at River Street's intersection with US Route 3.

The project involves constructing a new prefabricated superstructure (likely glued laminated timber) on existing concrete abutments over the Squam River. The bridge is currently posted for a 10-ton weight limit, and it is on the State's Red List. The existing 1941 concrete slab has areas of heavy spalling along the exterior fascias. The concrete abutments have some areas of erosion along each face at the water surface. The abutments will require some minor repairs along the face and some reconstruction at the bearing seats to accommodate the new superstructure.

The existing bridge width is 36 feet between curbs. The proposed bridge travel width is 28 feet. The existing abutments could easily accommodate a 28-foot width and a sidewalk, which we are currently proposing.

The proposed roadwork will be done within the Town and State Right of Way. River Street will be closed during construction and traffic will be detoured.

Conclusions by review board: No archaeological or historic concerns. B. Muzzey requested an individual form front for the bridge, indicating that Holden Engineers could complete the form. A no historic properties affect memo can be signed for the project.

Hollis, STP-TE-X-000S(430), 13488

Participants: Roch Larochelle, CMA Engineers (rlarochelle@cmaengineers.com)

This Municipally Managed project involves the construction of a new sidewalk along NH Route 130 (Ash Street) from the intersection with Silver Lake Road (“Four Corners”) easterly approximately 1,800 feet to Broad Street (terminates at the US Post Office). CMA Engineers, Inc. has been selected by the Town to design the project and was present to seek input from the group on area resources in order to refine the overall scope of work and contract with the Town before work commences. Roch Larochelle, PE presented the project using a USGS map of the subject area along with an enlarged color aerial plan, enlarged historic district map, and several photos depicting the existing conditions and pertinent features of the site. The project falls entirely within the National Register Historic District, previously nominated by the town.

The town has identified the Ash Street Sidewalk project as a high priority to improve pedestrian access and safety along the 1,800-foot project corridor. There is no formal sidewalk or curbing that exists along the proposed route. The project is one of several sidewalk improvement initiatives. The Town is planning to close a sidewalk loop along Main Street and Ash Street to Silver Lake State Park. The intended sidewalk route would run along the northerly edge of Ash Street, crossing a number of business drives and two major access drives (Market Place and Glenice Drive). It is proposed that the new sidewalk will be constructed using concrete and granite curbing similar to nearby completed projects along Main Street. Current drainage collection is poor with few inlets resulting in flooding during storm events. With proposed curbing, it is likely that several catch basins will be added to collect surface runoff and tied into existing drainage systems/existing outfall locations. It is intended that the work will be completed within the existing right of way, utilizing granite back-curbing where necessary. However the need for slope and/or drainage easements will be reviewed once survey is available.

The group commented that construction of a sidewalk in a historic area like this is typically seen as beneficial to the area. However the proposed design will need to minimize/avoid impacts to any mature trees and other historic features. Historic landscape features such as stone walls, fences, and mature trees should be avoided.

The group concluded that no further archaeological or historical information would be needed as part of this project. E. Feighner indicated that the project would not affect archaeologically sensitive areas. However, the project should be presented again for review as more information and survey on features and potential impacts become available. It was also noted that the use of federal funds involves Section 106, which require involvement of the public. Minutes from any public meetings that will occur for the

project should be made available. A preliminary public information meeting is scheduled for June 8, 2009. Jamie Sikora noted that the project will likely result in a De Minimis finding under Section 4F by FHWA.

Thursday, May, 14, 2009

Derry, 13652 (no federal number)

Participants: Sean James, Hoyle Tanner (sjames@hoyletanner.com)

Sean James from Hoyle, Tannery & Associates, Inc. was present to discuss the replacement of the jack arch bridge on Florence Street (066/092) over Shields Brook. It was previously discussed at the June 5, 2008 Committee meeting. Since the last meeting an Individual Inventory Form was prepared by Preservation Company and submitted to NHDHR for consideration. The property was determined to be eligible for the National Register at the May 13, 2009 DOE meeting.

Since the bridge is eligible and is proposed for replacement due to its poor condition, the project has an adverse effect. The mitigation for the project was discussed. NHDHR requested the preliminary development of a Jack Arch Bridge context, which would include the development of the bridge form using existing information and data from Storrs; a review of the different Jack Arch bridge forms or subtypes; and an initial development of the registration requirements. In addition, the report should include a framework for future National Register evaluations of jack arch bridges. This should be based on the guidance in the multiple property format documentation. Large format photography will not be required. S. James noted that there is a similar bridge on South Ave in Derry that is also being evaluated for eligibility for the National Register. Replacement of this bridge is also proposed. B. Muzzey indicated that the report for the Florence Street project would satisfy the mitigation requirements for the South Ave should it be determined to be eligible.

J. McKay will forward a recent Memorandum of Agreement (MOA) that can be used for this project. The MOA will need to contain a deadline for the report mentioned above, however the project may proceed once the MOA is executed.

Concord (no project numbers)

Participants: Bill Moore, FST (wmoore@fstinc.com; 669-2000-246) and Ed Roberge, City of Concord Engineer (erobrg@onconcord.com)

Bill Moore provided an overview of the project describing its limit of work on US Route 3 between Lake Street and Bog Road in Concord. B. Moore provided a project summary handout with photographs of the project area and discussed the project's primary goal to reconstruct the roadway base, repair and construct new sidewalks, and replace the outdated drainage system. He noted that due to the reconfiguration of two intersections and provision of a consistent travel way width, the proposed project pavement area is slightly less than the existing.

B. Moore explained that they had requested the meeting as part of the Standard Dredge and Fill permit application. It is being prepared for the impact to two wetland areas located adjacent to the project. E. Roberge and B. Moore described the proposed impacts to a wetland area next to Beaver Brook at the northern end of the project and at the base of a stone retaining wall located across from Hutchins Street. The area of the Beaver Brook wetland impact is 1,874 square feet and the result of widening Route 3 to

provide a 5' shoulder and sidewalk. The widening involves a 10' extension of a 2.5' x 5' culvert under Route 3. The area of wetland impact at the base of the wall across from Hutchins Street is 93 square feet and the result of a plan to replace the wall with a stone reinforced earth slope. It was explained that the wall is in very poor condition. Some stones are missing, and the wall is beginning to lean or bow away from the roadway. Replacement of the wall would require extensive excavation into the existing roadway and would result in the disturbance of a number of existing utilities including water, sanitary sewer, storm drainage, and natural gas. The replaced wall would be a continual maintenance problem for the City.

E. Roberge provided an overview of the entire project explaining that the corridor study had recognized different character zones within the area. The area from Lake Street to Knight Street is primarily residential with homes located directly adjacent to the roadway. Beyond Knight Street to Sewalls Falls Road, the residential character continues but with larger front yards including grass and trees. Beyond Sewalls Falls Road, the corridor becomes more commercial with mixed residential properties before becoming entirely commercial north of Bog Road. E. Roberge noted that earlier studies had proposed major roadway widening to provide additional lanes on Route 3, which would result in substantial property takings. The recent study and this project took a more conservative approach utilizing context sensitive design. It recommends staying within the proposed right of way and improving or rehabilitating the features that already exist.

Edna Feighner asked about the level of construction being proposed next to the Maple Grove Cemetery. E. Roberge and B. Moore explained that the existing sidewalk in front of cemetery fence would be removed and a new sidewalk and curb constructed. Excavation would be approximately 1' to 2' deep. E. Feighner asked that an archaeologist monitor this construction in case a burial shaft outside the cemetery fence is encountered.

Beth Muzzy expressed concern about the replacement of the retaining wall across from Hutchins Street. She stated that this type of wall occurs at other locations along US Route 3 and may be of value to the historic character of the area. B. Muzzey said that she and Linda Wilson would examine the wall during the next two weeks before making a recommendation on whether it should be maintained.

The NHDHR representatives had no other comments regarding effects to archaeological and historical landmarks within the project area.

Andover X-A000(697), 15335 and X-A000(710), 15335A
Participants: John Corrigan, Safe Routes to School Coordinator

John Corrigan, NHDOT's SRTS Coordinator, briefly presented the proposed project, and a Municipal Memorandum of Effect was signed. Jim Spaulding of HL Turner previously presented this project to the Cultural Resources Committee on April 9, 2009. This project was re-presented due to minor sidewalk shifts. The project is to construct a sidewalk along the westerly side of School St. from the existing sidewalk on Routes 4 & 11 to the sidewalk at the Andover Elementary/Middle School. All work is within the NHDOT right-of-way or on school property. At the April 9th meeting, the Request for Project Review sheet was signed and the "No Historic Properties Affected" box was checked; B. Muzzey also noted that, "Although this project is within the Andover Center Historic District, it will not present any effects to historic properties."

Hancock 15685 (no federal number)

Participants: Chad Branon, Meridian Land Service (CEBranon@meridianlandservices.com; 673-1441); Kurt Grasset (hwydept@hancocknh.com), David Drasba, Town of Hancock; Mike Fallon, Hancock VPC; Jim Marshall, NHDOT

The project area is within a historic district. Chad Branon from Meridian Land Services, Inc. presented the project, stating that the Town of Hancock needs to address deficiencies to the Main Street corridor to accommodate the growth and the increase in vehicular traffic and improve pedestrian activity in the town center. The Village Planning Commission has been meeting to review the contents of this project for over seven years and has been fielding local concerns and ideas along the way. The involvement of the residents of Hancock is essential to the progress of this project. The project schedule anticipates no less than three public hearings to review the design plans, answer any questions and field concerns, and respond to the ideas of the Hancock residents. The Village Planning Commission and the residents of Hancock have expressed the importance of preserving the Town's unique historic character while implementing the proposed improvements.

C. Branon presented the details of the preliminary concept plan, describing the need for the infrastructure improvements along the Main Street corridor. The improvements will consist of improving walkways, pathways, parking areas, street edging, drainage, and pedestrian safety.

The walkways will be four feet wide and be constructed with a gravel material with a polymer soil additive. The walkways will be constructed on the north side of Main Street. The pathways will be two feet wide and will also be constructed with a gravel material. The pathways will be located on the south side of Main Street. The material selection was intended to be consistent and enhance the Historic District.

The parking, street edging, and drainage improvements are proposed to control the on-street parking, prevent erosion, and protect pedestrians and landscaping. Currently, there is no control of on-street parking which has a negative impact on the aesthetics and function of the Main Street corridor. The street edging will define and control the on-street parking, provide a gutter-line for drainage, and protect the landscaping along the corridor.

Pedestrian safety will be addressed through the combination of the improvements outlined above and proposed traffic calming measures. Traffic calming measures on the first conceptual design consist of roadway narrowing, pedestrian crosswalks, modifications to the existing Main Street alignment, and proposed landscaping along the corridor.

C. Branon mentioned that additional measures may be implemented on the east and west limits of the corridor in an effort to further mitigate the traffic and related speeds entering the town.

The Cultural Resources Committee offered positive comments towards the project stating that the plan as presented would improve the historical setting along the main street corridor. Edna Feighner stated that no archaeological study would be required based on the plans presented but that this could change depending on the final concept. Beth Muzzey asked to see the final concept upon completion since the plan being presented was in preliminary form.

The Project Team then presented a very preliminary option to modify the common area in front of the town hall. This objective would be to create a stopping condition at the intersection of Routes 123 and

137, which would mitigate traffic speeds and the straighten the view shed through the corridor as well as consolidate the common area. This was presented in a very preliminary form to generate feedback.

The committee members stated that this modification would likely result in an archaeological study and would take more time to complete. They recommended phasing this portion of the project if the town wished to pursue this design. The meeting concluded after this discussion.

Berlin, X-A000(052), 12958B

Participants: Christopher Waszczuk, Marc Laurin, and Pamela Laflamme, Planner, City of Berlin (plaflamme@berlinnh.gov)

J. McKay handed out and briefly presented the revised mitigation proposal for discussion.

A primary aspect of the mitigation would be the relocation of one or more eligible properties that would otherwise be demolished. J. Sikora stated that relocation should be focused on a more significant, good representation of an intact property. J. McKay confirmed that relocation of such buildings was the intent. Pamela Laflamme indicated that the city was planning to redevelop some areas adjacent to the historic district through the Community Development Finance Authority (CDFA). This program might be tied to the proposed building relocation to produce a more effective mitigation. P. Laflamme asked J. McKay to determine which buildings might be the most appropriate candidates for relocation and to estimate a cost for the relocation of a smaller, one-and-a-half story building versus a larger 2 to 3-story building. This list will be reviewed and finalized at the next meeting in June. B. Muzzey suggested taking a look at the buildings to be demolished and deciding which would be the best and most practicable and appropriate to move. This would be a measure to minimize harm to the District and suggested that more than one building should be relocated. It was suggested that NHDOT might fund the building's physical relocation while the city with CDFFA would prepare the lot and renovate the interior(s). Easements preserving the significant remaining architectural/character defining features of the relocated buildings would need to be placed on the buildings. P. Laflamme requested an example from J. McKay.

Discussion about the destination of building relocation concluded that the buildings needed to stay on the west side of the railroad tracks and the river to reduce moving costs. Since utility lines would be removed or relocated during construction, relocation within the project area would likely be considerably cheaper during construction. P. Laflamme indicated that she would send recent mapping to identify lots to which the dwelling(s) could be relocated in the district or larger neighborhood. P. Laflamme will provide a map of what areas of in-fill may be appropriate and indicated what would be required for a Certificate of Occupancy. P. Laflamme would also provide recent costs of building demolition in Berlin.

C. Waszczuk expressed concerns about the ultimate cost differential between demolition and relocation, especially having to deal with utilities. B. Muzzey agreed that the costs should be considered, however the relocation is to be done as mitigation and the relocation costs would not be expected to be limited by comparing them with demolition costs. C. Waszczuk agreed, but stated that a reasonable cost should be applied to the mitigation. J. Sikora stated there is no definition for what a prudent, reasonable expenditure of public funds should be for mitigation. This cost is decided by FHWA on a project-by-project basis. B. Muzzey reiterated that the District is a significant resource, which will be greatly impacted by the project.

P. Laflamme mentioned that 2nd Avenue is included in the City's on-going Front Porch Initiative program with the Charitable Foundation. She thought that porches associated with some of the dwellings in the district might be rehabilitated or appropriately rebuilt as part of this program.

B. Muzzey asked if the Draft 4(f) evaluation could be reviewed by DHR prior to publishing the environmental documentation. J. Sikora had no problem with this request.

A discussion of the proposed public forums and workshop portion of the mitigation ensued. P. Laflamme suggested that Jeffrey H. Taylor and Associates, who owns a private planning firm in Concord and has worked extensively with the City of Berlin in the past, would be appropriate to conduct this workshop. B. Muzzey stated that the workshop should be targeted to present the nuts and bolts aspect of building rehabilitation by providing the property owners with practicable, specific ideas on preservation that would enhance the District. Additionally, planning sessions in a charrette format would guide the historically compatible reuse of and reinvestment in spaces vacated by the project and areas lying adjacent to the project area. P. Laflamme indicated that she would contact Jeff Taylor concerning the potential general content of such planning sessions and potential costs.

Regarding the public outreach component of the mitigation, it was agreed that a double-sided State Historical Marker would be appropriate in the area in front of the Police Station. Later, outside the meeting, P. Laflamme thought that placement of a state marker at the wide intersection of Wight Street and 3rd Avenue would be feasible. The information gathered by the consultant, which would be slightly modified for ease of use by the general public, would be posted on the City's web site. B. Muzzey suggested that the way the information is presented on the web site could also be a subject for the charrette/workshop. B. Muzzey stated that the mitigation package was acceptable with the changes discussed.

DRED Trails Projects

Participants: Bill Gegas, DRED (bill.gegas@dred.state.nh.us; 3254-227)

Bill Gegas presented 42 trail improvement projects before the committee. The majority of the projects was to better define trail paths and create smoother and better navigable paths, and did not affect any cultural resources. It was asked that any proposed work proposed use native features, such as existing granite on site. Below is a summary of trail projects that either needed more information or archaeological survey work:

09-005 – Twin Mountain SMC, Please send construction plans to NHDHR prior to construction. An interpretive sign is also to be installed, and further information about who is paying for the sign will need to be gathered.

09-008 – Town of Goffstown, Look into historic bridge reuse

09-010 – Friends of the Northern Rail Trail in Merrimack County, Avoid any culverts or timber bridges with vibratory roller

09-015 – NH ATV Club, More information needed on the proposed parking expansion

09-018 – Randolph Community Forest, Archaeological survey needed

09-020 – Hinsdale Conservation Commission, Archaeological survey needed

09-022 – Umbagog Snowmobile Association, More information needed on the ground disturbance activities associated with the bridge removal and construction

09-023 – Umbagog ATV Club, Archaeological survey needed

09-026 – Pittsburg Ridge Runners, more information needed on bridge construction

09-030 - Friends of the Northern Rail Trail in Grafton County, Avoid any culverts or timber bridges with vibratory roller

09-031 – Derry RTA, Avoid encroaching and ditching in wetland areas

09-032 – NightRiders, SMC, Please look into alternative fencing. The proposed chain link does not fit into the historic context of Bennington, or the potentially historic trestle bridge. Also please inquire about the method of attaching new fencing to the bridge. It was suggested to B. Gegas to look into linear fencing that ran along the length of the bridge, and was preferably not 6' high.

09-038 – City of Berlin, Review final proposed route with NHDHR

09-058 – Rockingham RTA, Please submit more information on the stone culverts along the rail line and the work proposed. More information will also need to be presented on the proposed bridge rail design.

09-062 – City of Dover, no issues as long as any excavation is restricted within the turnpike footprint

Deering-Antrim 14237 (no federal number) (Selected Municipal ARRA-Related Project)

Participants: Jamie Paine, Tidewater Environmental Planning (jameson@tidewaterrep.com);

Wade Brown, SEA (wade.brown@seacon.com); Craig Ohlson, Town of Deering

The purpose of Meeting is to update FHWA on the status of project to ensure their concurrence as project is expected to receive Federal funds.

Project Overview

It was explained by J. McKay and L. Wilson at the start of the meeting that J. Sikora from FHWA had to leave the meeting early, prior to this presentation.

As the primary intent was to discuss the project with FHWA, Jamie Paine presented a brief project update. He explained that the project scope of work has remained the same and that the Memorandum of Agreement for this project was being updated based on input received from the April 9, 2009 Cultural Resource Agency meeting.

NHDHR/FHWA Determination

L. Wilson and J. McKay indicated that J. Sikora stated before he left that, as he was present during previous presentations (when the use of Federal funds was not a possibility), he was comfortable requesting that the project have a Programmatic Section 4(f) Evaluation completed.

Post-Meeting Coordination with FHWA

After this meeting, email coordination from J. Sikora on May 15, 2009 provided the following direct input regarding FHWA concerns:

It appeared that based upon the previous meeting where the project was discussed that Elizabeth Muzzey and others were satisfied with the information that was provided relative to project alternatives including the avoidance options for the bridge and the possibility for the eventual reuse of the bridge. I believe you've drafted similar programmatic in the past, but if not I can provide past examples and guidance information to assist in your development of that document.

The only concerns I noted at that meeting was the marketing of the bridge should not be overlooked and/or at least until the last minute which could delay the desired project bid/award schedule, as has happened on occasion in the past, but based upon the discussions on the initial marketing efforts and

then salvaging/storing efforts that would occur if nobody came forward initially it appears they've adequately planned for the process.

The only other issue was that the federal-aid funds (ARRA or otherwise) that could be provided to assist towards these efforts was that the amount up to the bridge demolition costs could only be used once. In other words, if nobody comes forward during the initial marketing efforts then that amount of funds could then be used towards salvaging and storing the bridge, but the same amount could not be then used again towards the future marketing efforts that are apparently planned every 6 months over the next two years. However, that issue was also discussed and everybody at the meeting appeared to understand that issue, so I believe all FHWA concerns have been addressed up to this point.

Gilford 15626 (no federal number) (Selected Municipal ARRA-Related Project)

Participants: Tom Levins, Holden Engineering (hes@holdenengineering.com); Bob Durfee, Gunstock Mountain Resort Commission

Tom Levins opened the meeting with a brief summary of the bridge site and project scope.

The Area Road bridge crosses Poor Farm Brook just south of the intersection of NH Rte. 11A. Area Road is the main entrance to Gunstock Mountain Resort.

The project involves constructing a new pre-cast concrete frame arch bridge over Poor Farm Brook. The existing concrete slab bridge built in 1936 is in fair condition with areas of spalling concrete and reinforcing steel exposed. The bridge is currently 21 feet wide, which is too narrow for the high traffic volumes experienced at the resort. The proposed bridge travel width is 24 feet, and will incorporate a 6-foot bicycle lane on each side for a total width of 36 feet.

Area Road expands to three lanes at the intersection of NH Rte. 11A. The layout consists of a left turn lane and a right turn lane exiting the resort and a single lane entering. The right turn lane does not have enough capacity. The north approach is currently on a 10 percent grade. This steep grade causes traffic safety issues during peak traffic in winter conditions. The proposed roadwork will involve widening the approaches and raising the grade of the bridge to decrease the steepness of the north approach. Area Road in the vicinity of the bridge will be closed during construction and traffic will be detoured.

Edna Feighner was not present, but will need to make a determination on archaeological concerns if any. *Note: Edna responded to J. McKay that she did not request archaeological investigations for the current proposed improvements.*

Linda Wilson asked if the bridge was eligible for the National Register of Historic Bridges. She recommended having a bridge individual inventory form prepared to help determine eligibility. The bridge was constructed under a WPA project in 1936. There are no plans on record at Gunstock or at NHDOT. It is a county-owned bridge. A historic Section 4(f) report will be required contingent on historic eligibility.

Joyce McKay mentioned that this project might also require a recreational Section 4(f). Jamie Sikora was not present to make that determination. He will need to be contacted on this issue. No conclusions were made at this time.

Greenland, X-A000(825), 15618**Participants: Kevin Nyhan, Wendy Johnson, and Paul Lessard, NHDOT**

This project involves the signalization and widening of the NH Route 33/ Bayside Road/ Winnicut Road intersection. The current intersection is a four-way intersection with one lane in each direction for all roads. Bridge number 110/100 is located to the east of the intersection and will not be modified under the project. All work will remain within the limits of existing right-of-way. The project area was previously reviewed under the NHDES Winnicut River dam removal project. Based on that prior report, no extant architectural resources will be impacted by the Department's project. Linda Wilson stated that she would like the project area reviewed by Edna Feighner to determine if any potential archaeologically sensitive areas might be impacted. [On June 2, 2009, E. Feighner indicated that the project should not affect archaeological resources.] A memorandum of No Adverse Effect could be signed at the next meeting pending the outcome of the archaeological determination.

****Memos/MOA's:** Effect Memos: Andover 15335 and 15335A; Pittsfield, District 3; Center Harbor 15403; Keene 13710; Hill-Bristol 14278; Brentwood 15619.

Submitted by: Joyce McKay, Cultural Resources Manager
Jill Cunningham, Cultural Resources Assistant

<http://www.nh.gov/dot/org/projectdevelopment/environment/units/technicalservices/crmeetings.htm>