BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: June 2 and 9, 2011
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Kathleen Corliss
Jill Edelmann
Cathy Goodmen
Bob Hudson
Joyce McKay
C.R. Willeke

Federal Highway Administration
Jamie Sikora

NHDHR
Laura Black
Edna Feighner

CHA
Marty Risley

CMA
Roch Larochelle

Hoyle Tanner
Jason Lodge
Matt Low

City of Keene
Kurt Blomquist

City of Lebanon
Paul Coats

Monadnock Archaeological Consulting
Alexandra Chan

Town of Peterborough
Rodney Bartlett

Peterborough Heritage Commission
Duffy Monahon
Mose Olenik
Susan Phillips-Hungerford

Peterborough Library
David Simpson

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

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:
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June 2, 2011

Lebanon (no project numbers)
Participants: Paul Coats, City of Lebanon Park Division (paul.coats@lebcity.com)

Paul Coats presented to the committee pictures of the existing bridge over the Mascoma River, as well as a conceptual rendering of the proposed bridge enhancements. The enhancements were stated to be non-structural, removal of the ties and rail and surface level construction that includes decking for bike and pedestrian safety, as well as attractive coated metal railings. No proposed work will be done to the abutments or sub-structure of the bridge. The picture of the proposed

bridge included lights, which will actually not be proposed for this project. It was noted that the bridge is along the Northern Railroad, which is eligible for the National Register.

The committee requested that Lebanon provide digital pictures from a profile level and surface level of the existing plate girder bridge (before work is done) and after, all according to the specifications listed on the NHDHR website. It was also requested that Lebanon submit detailed construction / engineering plans before work progresses, and fill out the RPR form. The plans will be reviewed by the committee members, and if approved, a No Adverse Effect memo can be signed.

Keene, X-A002(089), 20812
Participants: Marty Risley, CHA Companies (mrisley@chacompanies.com); Kürt Blomquist, Jim Donison, City of Keene; Bob Hudson, NHDOT

Project Description:
The City of Keene, NH, plans to replace the signalized 4-way intersection of Maple Avenue, Court Street, Old Walpole Road and West Surry Road with a modern roundabout. The purpose of the project is to improve safety and traffic flow at this intersection to better accommodate existing traffic and to improve the intersection's capacity to serve increased traffic flow that is expected to result from construction of a new middle school approximately 0.5 miles west of the intersection. The work will extend approximately 400 feet from the intersection along Court Street, Maple Avenue and Old Walpole Road, and approximately 300 feet from the intersection along West Surry Road.
Project Location: The project is located in North Central Keene – reference was made to a copy of part of the USGS topographic map.

Site Plan: Reviewed the general plan showing existing and proposed improvements within the project area.

Existing Conditions: Reviewed site photos.

Prior Submissions: A completed Request for Project Review Form and supporting materials were submitted prior to the meeting.

History:
- Existing intersection
- Project contained within existing right-of-way
- No construction easements
- Some paved areas will be replaced by vegetation and some vegetated areas will be paved, as shown on plans submitted and reviewed.
- Small net reduction in paved surface

Current and Proposed Uses: No change other than geometry and improved pedestrian circulation.

Cultural Resources:

- DHR town files, site files, cultural resources management reports and State and National Register files were reviewed along with historic city maps of 1892 & 1858, Sanborn Insurance maps from 1890s to 1950s, and historic USGS topographic maps from 1893, 1935 and 1958.
- No sites or cultural resources have been previously recorded in the project area.
- Prior survey was completed just east of the project area for a bridge crossing over the Ashuelot River on Court Street, and no resources were encountered.
- Historic maps show buildings located along the roadways in the project locale. However, those remnants once located in the project area would be disturbed because the project occurs within previously disturbed areas within the existing road right-of-way.

Further Discussion:

1. CHA is to provide additional photos of 3 existing buildings. Subsequent to the meeting, Martin Risley returned to the site and acquired the requested photos and then emailed them to Joyce McKay, who provided them to DHR.
2. The vegetation shown in photo 9 in the RPR will not be disturbed during construction.
3. Neither the existing stone wall on the northerly side of Old Walpole Road nor the existing split granite fence posts extending perpendicular to and southerly from Old Walpole Road will be disturbed during construction. Notes will also be placed on the plans to that effect.
4. If there are no further issues with the proposed work after review of the additional photos, a No Historic Properties Affected memo can be signed.

Rochester (no project number)
Participants: Roch Larochelle, CMA Engineers (rlarochelle@cmaengineers.com)

This locally funded, municipally managed project involves the reconstruction of Salmon Falls Road from its intersection with Highland Street/US 202, continuing 5.2 miles southeasterly to Portland Street in the city of Rochester. Roch Larochelle, PE presented the project on behalf of the City of Rochester for preliminary scoping purposes using a USGS map of the subject area together with an enlarged color plan and photos for each building along the corridor.

In general, the project(s) involves full-depth roadway reconstruction of Salmon Falls Road including widening from the current 24' width to 30' (11-ft travel lanes/4-ft shoulders), installation of 5-ft sidewalks (primarily along the southern side), a new closed drainage system and associated storm water treatment measures. The project will require permitting through the Army Corps and thus include Section 106 review.

Additionally, three conceptual future projects within the same corridor were also reviewed for future scoping purposes. For purposes of this meeting, the associated project(s) were broken

down into 3 distinct sections. These will be treated as individual projects since they will be constructed separately over the course of years and include the following:

Segment 1: Salmon Falls Road (Highland to Portland-excluding intersections)
Segment 2: Portland Street Intersection (future phase)
Segment 3: Salmon Falls Road (Portland to Stonewall-excluding intersections) (future phase)

One other potential future phase that was discussed included the reconfiguration of the signalized Highland Street/US 202 intersection. The City expects to seek CMAQ funding for this future contract, which is not currently funded at either the State or City level.
Specific details and discussion for each segment of Salmon Falls Road are summarized as follows:

1. **Highland St/US 202 to Portland Street (Segment 1)**

   This segment is scheduled for construction in 2012. All permanent work as described above will be completed within the existing right-of-way with minimal impact outside the right of way other than for drive matches and slope grading. This segment of the project includes plans to construct a detention pond/gravel wetland at the nearby intersection of Eastern Avenue and Highland Street with all work to be contained within the City and/or state right of way. This effort is being coordinated with the District office.

   Laura Black commented that it appears that there is limited or no impact to area resources in this segment, however questioned if there may be a district in the neighborhood development to the southwest. L. Black also questioned if any inventory work had been done in this area in association with the Spaulding Turnpike work.

   Subsequent to the meeting it was confirmed with Preservation Company that no inventory work had been completed in this area. Discussions with L. Black ensued in the development of a minor, approximately one page report that would be developed by Preservation Company to define whether or not there is a potential for a historic district in this area and additional follow up will be needed once that document is provided.

   Relative to archaeology, a request was made for additional information for the Eastern Avenue detention pond site including a USGS map and photos. This information was provided on June 7, 2011 and subsequently reviewed by NHDHR staff followed by a determination that no further review for the archaeological resources would be needed for this segment.

2. **Portland Street Intersection (Segment 2)**

   This intersection reconstruction project is targeted for 5-8 years out. Concepts being considered for this current 4-way stop controlled location include either a single-lane modern roundabout or a signalized intersection. Plans of each alternative were presented for discussion, each including minor right of way acquisitions on the adjacent quadrants. There are buildings older than fifty years on the southeast, southwest and northwest quadrants of the intersection. Each of these three eligible buildings will need to have an Individual Inventory Form completed as part of future permitting requirements.

There were no concerns expressed relative to potential archaeological resources given the intended scope of work and as such no further review will be required for this segment.

3. **Portland Street to Stonewall Drive (Segment 3)**

This project is not yet programmed for construction, but it has been developed in concept to ensure proper matches and project planning. The overall project scope was reviewed together with photos for each structure. The project will also involve minor modifications to an existing detention pond at the end of the Katie Lane cul-de-sac which is situated on the eastern side of Salmon Falls Road to the south of Portland Street. Proposed improvements would be confined within the existing footprint of the pond and may include modifications to the outlet structure and sidewalls of the existing feature. Discussion concerning this pond location concluded that if work remains within the footprint of the existing pond and piping, there are no further concerns that need to be addressed relative to any archaeological resources.

Additionally, there was discussion about existing stone walls (to be relocated) between Stations 1134+00 and 1135+00, Right. It was ultimately agreed that these were landscape walls and would not qualify as historic elements.

It was ultimately concluded that this segment of the project would qualify as "No Adverse Effect" given the scope of work and associated structures and that a formal Effect Memo would be signed at the time that project moves forward.

In summary, for Segment 1, once a letter report on potential historical resources has been finalized and submitted for review, a determination of effect will be made and a follow up meeting will be scheduled if necessary. For Segment 2, Inventory Forms will be required for the three potentially eligible buildings at the Portland/Salmon Falls Road Intersection. For Segment 3, a No Adverse Effect Memo can be issued as the project moves forward, if the plans do not change.

Epping, X-A000(886), 15693
Participants: Cathy Goodmen and Kathleen Corliss

This project is to add a north and south bound through lane on NH Route 125 at the intersection with NH Route 27 in the Town of Epping. Removing the existing wide raised median and narrowing the existing wide shoulders will accomplish this widening. Cathy Goodmen and Kathy Corliss presented this. It had been previously presented December 10, 2009. At that time the project was to extend south to the entrance to the Wal-Mart. This would have impacted a Rail-Trail line. The project has been scaled back and now only extends south to Railroad Avenue. The project will not have any effects on any historic or prehistoric resources. It was determined that a 'No historic properties affected' memo can be signed

June 9, 2011

Peterborough X-A000(535), 14772A, X-A000(507) 14772, and 14933,
Participants: Matt Low (mlow@hoyletanner.com) and Jason Lodge, Hoyle Tanner; Rodney Bartlett, Town of Peterborough; C.R. Willeke, NHDOT; Duffy Monahon, Mose Olenik, and Susan Phillips Hungerford, Peterborough Heritage Commission; David Simpson, Peterborough Library Association; Alexandra Chan, Monadnock Archaeological Consulting

The Department of Transportation held a cultural resources meeting to review upcoming projects. Hoyle, Tanner personnel presented the following project:

US 202 Intersection and US 202 Retaining Wall, Peterborough, NHDOT Project No. 14772A, Federal Project No. X-A000(535) and Main Street Bridge, Peterborough, NHDOT Project No. 14933

This meeting was a follow-up meeting to the two (2) previous project meetings held on 4/1/10 and 10/7/10.

After introductions of all attendees, M. Low provided an overview of the process, which has been undertaken to date and concepts, which have been developed for discussion.

Hoyle, Tanner was retained by the Town of Peterborough in the fall of 2009 to develop two (2) separate but related projects. The projects are as follows: reconstruction of the Main Street Bridge and reconstruction of the US 202/Main Street Intersection and US 202 stone retaining wall.

The Town's goal for the meeting was to discuss the Effect Memo. M. Low provided a complete history of the project. Hoyle, Tanner's historic resource consultant, Preservation Company (PC) completed the Individual Inventory Forms for the bridge, retaining wall and Samuel Smith House ("Brick Block") as well as the District Area Form to evaluate the eligibility of these resources. J. McKay indicated that a DOE meeting had convened on Wednesday 6/8/11 and that DHR concurred with PC's recommendations which are:

- That the bridge, "Brick Block" and the Peterborough Historic District are eligible for the Historic Register.
- That the retaining wall is not individually eligible for the National Register of Historic Places, but is a contributing component to the District.

M. Low indicated that the retaining wall is not individually eligible, but it does contribute to the district. Thus, the design of the retaining wall improvements would maintain the aesthetic integrity of the retaining wall. M. Low indicated that Hoyle Tanner planned to stabilize the wall by placing reinforcement and grout behind it. It would look similar to its current appearance.

Alexka Chan from Monadnock Archaeological Consulting briefly described the archaeologically sensitive areas. She indicated that Concept 2, the roundabout, would produce archaeological impacts. M. Low indicated that the roundabout might be shifted to reduce the level of impacts.

M. Low summarized the following work items performed to date:

- Roadway Concept 1

- Roadway Concept 2 (Roundabout)
- Traffic Control Alternatives: Phased Construction, Temporary Bridge and a "North Crossing" Temporary Bridge
- Retaining Wall Improvement Alternatives
- Placement of a permanent pedestrian bride north of the vehicle bridge

At a Town Selectboard meeting, the Selectboard voted to replace the bridge with a new concrete rigid frame built utilizing phased construction and Roadway Concept 2 (Roundabout). M. Low indicated that the roundabout geometrics were conceptual and would be refined with the intent to avoid/minimize impacts to the "Brick Block". M. Low indicated that the project would cause adverse impacts, but mitigation of those adverse impacts would be discussed at a later date. M. Low anticipated that today's meeting would be a discussion regarding the content of the Effect Memo.

L. Black commented on the District Area Determination:

- The text indicates that 2, 10 and 12 Main Street are non-contributing, but the map indicates these properties are contributing. This should be clarified.
- PC identified only a portion of the library (2 Concord Street) as contributing; the library in its entirety should be contributing.

Duffy Monahan introduced Susan Phillips-Hungerford. S. Phillips-Hungerford indicated that the Heritage Commission (HC) is strongly against Roadway Concept 2 (Roundabout). In their opinion, Roadway Concept 1 is more suited to the downtown area. The elevation change in and around the "Brick Block" would be unusually high and thus distorting. The over-widened bridge, due to phased construction requirements, does not respect the original "look" of the area.

D. Monahan expressed concern with the two-lane temporary bridge traffic control alternative. The bank, in the southwest quadrant, would lose all of its parking. D. Monahan is also concerned with parking, in general, during construction.

S. Phillips-Hungerford would like the Town to evaluate phased construction with only one lane of alternating traffic with a temporary signal. During off-peak hours, the temporary signal could be turned off and the US202/Main Street Intersection would return to what is locally known as "Courtesy Corner".

Mose Olenik (12 Pine Street) indicated that a roundabout would not improve safety and possibly a future traffic signal with Roadway Concept 1 would be safer. S. Phillips-Hungerford would also like the Town to evaluate Roadway Concept 1 with a permanent signal without adding a left-turn queue lane.

C.R. Willeke indicated that there would be more adverse impacts if a signal were installed on US 202. D. Monahan indicated that the signal could be removed but an 8' retaining wall adjacent to the "Brick Block" could not be removed. C.R. Willeke indicated that a signal would be warranted.

M. Low explained that signalization was evaluated, but resulted in a level of service "F" which indicates an ineffective traffic management concept. Therefore, signals were not studied further.

M. Low indicated a roundabout would provide a level of service “C” currently and a level of service “D” in the future. C.R. Willeke concurred.

Edna Feighner asked about the evaluation of traffic calming devices in lieu of the roundabout. E. Feighner would like to see an evaluation of phased construction with only one lane of alternating traffic with a temporary signal as well as Roadway Concept 1 with a permanent signal. These evaluations should be included in the environmental documents. S. Phillips-Hungerford concurred.

There was discussion as to whether or not Roadway Concept 1 with a permanent signal or the one lane phased construction alternative would meet the standards required for federally funded projects. C.R. Willeke indicated that design exceptions can be pursued, if warranted, for aspects of the project that may not meet these standards.

David Simpson, from the Peterborough Library, was concerned that construction would increase basement flooding issues in the library. D. Simpson also expressed the following concerns regarding the impacts of the construction phase on the library:

- Noise Pollution
- Construction Duration – The Shorter the Better
- Air Quality
- Disruption of Vehicular and Pedestrian Access
- That the construction schedule for this project doesn’t conflict with the library expansion project which is three years out.

D. Monahan expressed her concern with pedestrian access through the site during construction.

The HC wants Roadway Concept 1 with permanent signals (and no extra lanes). D. Monahan reiterated her concern that parking in the downtown will be a major issue during construction.

D. Simpson stated that no one in town is for Roadway Concept 2 (Roundabout).

It was decided that Hoyle, Tanner would present the results and conclusions of the following alternatives at another follow-up meeting in the near future:

- Roadway Concept 1 with permanent signal without adding lanes and speed reduction measures.
- Phased construction with one lane of alternating traffic over the bridge and a temporary signal.

E. Feigner requested that the Draft Engineering Study (including the two alternatives above) be circulated to DHR and the various consulting parties prior to the next follow-up meeting. L. Black indicated two weeks prior to the meeting would be sufficient.

C.R. Willeke indicated that he is investigating the use of federal funds for the bridge project.

The library will seek status as a consulting party from Federal Highway.

Campton (no project number)
Participants: Joyce McKay, NHDOT; Laura Black, NHDHR

This project was reviewed previously on May 12, 2011. The proposed work on the 1934 concrete arch on Route 175 over the Beebe River (144/092) includes repairs to the arch spandrel wall and replacing one of the concrete rails. It was asked at the previous meeting that an individual form be completed if impacting the concrete rail, as it would most likely be an adverse effect.

J. McKay presented three options that the Department would be willing to move forward with, given the funding constraints for this repair. Option one would make use of BRPI funding, which would entail Section 106 review, and an abbreviated individual form would be completed. This abbreviated form would be filled out in-house at DOT, and would utilize existing in-house information to develop a brief history. However the bulk of the inventory form would document the description of the bridge. Under this option, the bridge rail would be a concrete barrier with cap and single inset. Option two would be completed without federal funding, significantly reducing the amount of funding for the project. The rail under this option would most likely be a concrete wall with no cap or rail. Because there would be no federal funding, this project would be reviewed under RSA227C, and no form would be completed. Option three would encase the existing wall in concrete, to stabilize the bridge for the time being, and place the bridge on the long-term replacement list. No federal funding would be required for this option, and no form would be completed.

L. Black agreed that option one was in the best interest of the bridge preservation, and that an abbreviated form, focusing on pictures and the description would suffice. It was acknowledged that eventually the Bridge Management Plan would research this bridge and all other concrete arches in much more detail. An adverse effect memo and MOA will be drafted for the project.

****Memos/MOA's**: Andover 14679A, X-A000(716); Lebanon 15717, X-A000(906); Piermont 16193; Hooksett 15803

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