

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: July 8, 2010

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

<p>NHDOT Bob Davis Jill Edelmann Brennan Gauthier Cathy Goodmen Doug Gosling Steve Johnson Joshua Lafond Marc Laurin Nancy Mayville</p>	<p>Joyce McKay Christine Perron Dave Smith Alex Vogt</p> <p>NHDHR Laura Black Edna Feighner Linda Wilson</p>	<p>CITY OF FRANKLIN Dick Lewis</p> <p>HTA Sean James</p> <p>JONES & BEACH ENGINEERS Chris Albert</p>	<p>MCFARLAND JOHNSON Vicki Chase Gene McCarthy</p> <p>UNH Charles Goodspeed</p>
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(When viewing these minutes online, click on an attendee to send an e-mail)

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Epping (no federal or state number).....	1
Errol 15925 (no federal number).....	2
Lebanon-Hartford, A000(627), 14957	3
Hancock 15609B (99400Z) X-A000(991)	3
Haverhill 15920 (no federal number).....	4
Derry, X-A000(897) 15690.....	4
Rollinsford, NH-South Berwick, ME X-A000(248), 14241	5
Franklin, X-A000(806), 15584.....	6
Winchester 15317 (no federal number).....	7
Derry, 16118 (no federal number).....	7

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

July 8, 2010

Epping (no federal or state number)

Participants: Charlie Goodspeed, UNH (chgi@unh.edu; 862-1443), and Chris Albert, Jones & Beach Eng.

Charlie Goodspeed presented the project and described the past work completed at the site. The Town of Epping is concerned with the flooding that has occurred at this site in the past, and believes that modifications to the piers located under the current bridge would help lower the water, and allow better flow during periods of high water. This site is the area of an old mill. The piers of former bridges are located under the current bridge.

The proposed work would remove the top portion off the piers to allow better water flow under the bridge. Chris Albert believes that removal of 3-4 feet of the old piers to meet the current, natural height of the island would be sufficient.

C. Goodspeed discussed the natural and man-made changes in the area that may contribute to why this area continues to get flooded. He noted that there has been an increase in urban development upstream, and a change in rainfall intensity in the past 8 years.

Action Item: It was decided that the following tasks need completion, by various parties associated with the Town prior to meeting with the cultural resources committee again:

- 1) Acquire a flow model for the segment of the Lamprey River starting at the dam in West Epping and downstream to the Rt. 125 bridge (at a minimum)
- 2) Annotate the presentation pictures to illustrate the desired modified height of the stone work beneath the bridge
- 3) Hold a meeting in Epping with all interested parties to present the desired modification of the stone piers
- 4) Contact ACOE, Rich Roach, as the Army Corps signed the original MOA for the project that removed the bridge and lowered the piers for the earlier project
- 5) Prepare a final modification design for submission following the town meeting
- 6) C. Goodspeed to contact the UNH researchers studying the full Lamprey river water shed.
- 7) BOE to send copy of Kathy Wheeler's report to Charlie Goodspeed [completed 7/9]

C. Goodspeed said he would organize the information presented today, gather the requested information, and give to NHDHR.

Errol 15925 (no federal number)

Participants: Christine Perron and Dave Smith

Dave Smith provided an overview of the project. This project is being completed at the request of the NHDOT Commissioner's Office. The impetus for the project is the localized slope failures occurring on the east side of NH Route 16 along the Androscoggin River beginning 1.7 miles north of the Cambridge-Errol town line. In addition, the roadway shows signs of sloughing. District forces repaired two slope failures in October 2009. The project area is similar to the recent Dummer project, except that the intent of the subject project is to address concerns before a catastrophic roadway failure occurs.

The proposed project involves moving 3,000' of NH 16 approximately 15' to 20' away from the river (beyond the failure plane). The Department owns a Controlled Access right-of-way 75' from the existing centerline. This allows all construction impacts to occur within existing ROW. The property adjacent to the ROW to the west of the road is owned by the "13 Mile Woods Association" with a scenic easement on the property. All impacts to this property will be avoided. Due to the scenic qualities of the project area, the intent is to make all new roadway slopes green (covered with humus and seeded).

About two-thirds of the west side of the road where the new alignment will be located is a natural plateau that is 15' to 20' higher than the roadway. The remainder to the north is relatively flat. Due to this topography, the proposed alignment will require a substantial cut through much of the project area.

E. Feighner stated that there are no aboveground issues in this area; however, the area is archaeologically sensitive, especially for Native American sites given the topography and proximity to the river.

Action Item: A Phase IA/IB archaeological survey for the plateau area west of Route 16 that would be impacted by construction was requested. The area is relatively clear of dense vegetation. Christine Perron said that the project was expected to advertise in early to mid October, and asked Joyce McKay if this allowed enough time to get a survey completed. J. McKay said the timing should be fine for a Phase IA/IB survey. If needed, the Phase II would need to proceed shortly after the IA/IB, however. She will need plans and cross sections from Design.

Lebanon-Hartford, A000(627), 14957

Participants: Christine Perron and Alex Vogt

The draft memorandum of agreement was sent out prior to the meeting. Comments and changes were discussed at the meeting. In addition to general word-smithing, major points of discussion included the following:

- 1) Marketing of the bridge – Laura Black asked if the bridge could be advertised over a longer period of time. It was decided that the bridge would be advertised for sale for no longer than one year. In addition, wording will be added to clarify that one or more spans can be purchased.
- 2) Phase I of the NH Historic Bridge Inventory – The first line of this paragraph will read “The NHDOT will expend project funds to...” In addition, qualifications of bidders will be added.
- 3) Documentation of 17 Maple Street – The need for more details in this section was discussed. Christine Perron will discuss this with Scott Newman. SHPO also requested copies of this documentation.
- 4) Public Outreach – After much discussion, it was agreed that a State Historic Marker would be developed and erected, website material would be completed, and NHDOT would coordinate with the City regarding the placement of an interpretative panel in the proposed City park adjacent to the bridge site.

Action Item: J. McKay will need to check with Traffic to see if a marker can be placed within the NHDOT right-of-way on the New Hampshire side of the bridge. C. Perron will ask Scott Newman for comments on the draft, and Joyce McKay will revise the MOA and distribute for signatures in the near future.

Hancock 15609B (99400Z) X-A000(991)

Participants: Steve Johnson, Doug Gosling, NHDOT

Steve Johnson and Doug Gosling presented this project, which proposes replacing the current wood shingles on the covered bridge with a metal roof. The Forrest Road Bridge (158/068) over the Contoocook River was built ca. 1937 using Teco Connections. The original plans called for asphalt shingles. Those were replaced in 1981 with the current wood shingles. A metal roof system was proposed since it allows snow to slide off the roof, thus lessening the load on the bridge.

Linda Wilson noted that this covered bridge was one of the bridges included in the 1974 National Register Nomination. However, under the Secretary of Interior Standards 9 and 10, alterations can be made to features that are not character defining features, particularly if that elements was previously changed. She also noted that this is a reversible change. Edna Feighner added that there were no archaeological concerns.

Action Item: It was agreed that the proposed changes would result in a No Adverse Effect on the bridge. J. McKay said she would write the memo under RSA 227C:9 stating that.

Haverhill 15920 (no federal number)

Participants: Steve Johnson, Doug Gosling, NHDOT

Steve Johnson and Doug Gosling presented this project, which addresses the deteriorating concrete on the spandrels and railings on a 1937 concrete arch bridge (067/144) on NH Route 10 over Oliverian Brook. The proposed work will add approximately 6 inches of concrete facing to the existing spandrel walls. The existing concrete facing on the pilaster will also be extended 6 inches to maintain similar shadow lines of the original bridge. A shadow line will also be constructed in the new concrete facing to mimic the existing arch shadow line in the spandrel wall. At the prior suggestion by Jim Garvin, the existing concrete rail will be replaced with a pre-cast concrete rail similar to the one constructed for Holderness Plymouth.

L. Wilson suggested a consensus determination be made for the bridge as an eligible structure that anticipates its inclusion in the NH Bridge Inventory when that bridge type is studied. Because there is no federal involvement, there is no Section 106.

Action Item: It was agreed that because the proposed work on the bridge is in-kind repair work, it would result in a No Adverse Effect. J. McKay will write the memo under RSA 227C:9.

Derry, X-A000(897) 15690

Participants: Cathy Goodmen

The project widens NH Route 28 at the intersection of Kilrea Road and Windham Depot Road to add left turning lanes and to add signalization for safety improvements. This project has been previously presented on Dec. 3, 2009 and May 6, 2010.

At the previous meetings, DHR requested the completion of an individual form for the 'Palmer House' on the northeast corner of the intersection. This house was built prior to 1900, but has been altered. A survey was completed and presented to DHR and DOE'd. The house was determined to

be ineligible for the National Register of Historic Places. It was agreed that the form front for the abandoned property was unnecessary.

Action Item: As a result and since there are no other eligible resources in this project area, a 'No Historic Properties Affected' Memo was signed.

Rollinsford, NH-South Berwick, ME X-A000(248), 14241

Participants: Joshua Lafond, Marc Laurin and Bob Davis, NHDOT

Marc Laurin handed out the RPR form for the project, including pictures of several potentially historic properties and features along the corridor, to start the Section 106 process. Bob Davis described the project, which is a Federal Resurfacing project that will resurface approximately 2.9 miles of NH Route 4 in Rollinsford from the Dover City line to Maine. The project will include replacing the deck of the Route 4 Bridge over the Salmon Falls River. The existing bridge was constructed in 1970 along with approximately 0.6 miles of NH Route 4 west of the Salmon Falls River. The remaining NH Route 4 within the project area was constructed in 1957. Existing cable guardrails will be upgraded to W-beam and under-drain will be established in certain areas to help stabilize the pavement. There are a few locations where there is considerable erosion in and around drainage culverts. The Department is considering resetting and stabilizing these areas as part of the project. The impacts associated with these repairs, if they are to be done, have not yet been determined. The Department would try to limit the impacts to remain within the right-of-way, but this may not be achievable.

Regarding the replacement of the cable guardrails, Josh Lafond stated that the new W-beam guardrails might extend 100 to 187 feet from the existing end points of the cable guardrails. The ends of some of the new guardrails may need to wrap around to preserve driveway entrances. Linda Wilson expressed concerns with replacing the cable guardrails as they are more suited to retaining the rural nature of the corridor. There appear to be several historic properties near cable guardrails, and the rural nature of the setting in those locations is important. Being able to view through the cable guardrail is preferable. Due to their bulk, W-beam guardrails are more suited to urban settings. B. Davis stated that there are setback requirements with cable guardrails that may be difficult to meet, but will look into the matter further.

M. Laurin described some features of the area around the Salmon Falls Bridge. The area seems to have been disturbed. B. Davis stated that due to the high traffic volume of the area, the sidewalks on the bridge would most likely need to be removed to provide two lanes and accommodate shifting of traffic during the redecking of the bridge. Presently, the schedule is to advertise the project in January 2011, however if drainage repair work is to be done, resolution of ROW and environmental permitting issues would most likely push it out to a later time.

L. Wilson stated that once the APE is determined a project area form would be needed. There would be no issues with just the pavement and overlay work. Edna Feighner mentioned that there are archaeologically sensitive areas located along the NH Route 4 corridor, which she will provide to DOT once she examines the DHR files. There could be areas within the ROW that have not been previously disturbed, and these areas would need to be evaluated by an archaeological consultant. [After examining the database, Edna Feighner expressed concern about sensitivity at

the northeast end of the project area]. Joyce McKay summarized that the Department would look into the possibility of retaining the cable guardrails and will discuss with FHWA if there would be any 4(f) impacts resulting from their replacement with W-beam in front of potentially historic properties.

Action Item: The APE will need determination. The extent of work outside the right-of-way, impact on potentially archaeologically sensitive areas, and existence of historic properties adjacent to the right-of-way will also need to be determined.

Franklin, X-A000(806), 15584

Participants: Vicki Chase (vchase@mjinc.com) and Gene McCarthy, McFarland-Johnson Inc.; Dick Lewis, City of Franklin; Nancy Mayville, NHDOT

Gene McCarthy provided a brief review of this project. McFarland Johnson is providing engineering and environmental permitting services for this transportation improvement project. The project involves a number of traffic routing and parking enhancements to improve the aesthetics and functionality of downtown Franklin. The Franklin Falls Historic District was listed on the National Register in 1982. There are no changes proposed to any structures within the district. The historic subconsultant (Preservation Company), as part of their approved scope of work, had completed a re-evaluation of the District. The historian recently completed a Streetscape Assessment Report, including historical photographs and maps, which were submitted to DHR. An archaeological Phase 1A report was also prepared for the project.

Vicki Chase reviewed issues that had been raised at the previous meeting.

A recommendation had been made that the sidewalk concrete be gray rather than white. This can be added to the construction specifications.

A recommendation had been made that the top surface of new granite curbing to be installed not be polished. MJ had acquired samples of saw cut granite curbing from Swenson's Granite in Concord, as well as thermal finish granite. Swenson's does not polish the top face of their curbing, which has a dull finish with saw marks. Thermal finish has a slightly bumpy texture but would cost \$3.00 more per foot (\$9,000 more total than saw cut for the project). The committee agreed that the saw cut granite would suffice. There was a short discussion about the existing curbing, which was not salvageable because it varies in dimensions and does not meet current standard specifications.

A question had been raised at the June 10, 2010 meeting about the temporary easement on the private parcel next to the park. Although the easement is temporary, the area (which is now grass) will be paved. The question had been conveyed to Jamie Sikora, who agreed via email that the change in function constituted a 4(f) use, but that it would be a de minimis use.

A discussion followed about archaeological testing in the parking lot south of Canal Street. Because the pavement reclaiming process chews up the top 10" of pavement and sub base material, it was decided that archaeological testing should occur prior to the reclaiming process. This would involve removal of pavement at selected locations and testing in these areas. MJ will

request a proposal from an archaeological consultant to perform this work. The proposal will be sent to Joyce McKay for her review.

Note: A Memorandum of No Adverse Affect was signed with the following conditions:

The proposed parking lot improvements incorporate an existing parking lot including Canal Street and the area to the north as well as the rear of the two lots west of Smith Street and south of Canal Street (lots 151 and 152 on Franklin Tax Map 117). The proposed project will grind the existing surface of the parking lot down about 10". The depth of disturbance of the paved portion of the eastern most lot (lot 152, Marceau Park) is also 10", while the depth of disturbance to the grassy portion of the lot to the west (lot 151) is 21". Excavation in lot 151 and any other grass covered areas to be covered by the parking lot will be pre-tested by a 36 CFR 61-qualified historical archaeologist. The archaeologist will also conduct pre-testing in selected areas, in parking lot and grassy areas, to verify that archaeological remains will not be affected. If there is an effect, then the repaving process will be modified to avoid the archaeological deposits.

Granite curbing to be installed will have a non-polished top surface.

Concrete poured for new sidewalks will be gray rather than white." (Subsequent to the meeting the memo was signed by Jamie Sikora with a finding of de minimus impact to the Historic District.)

Winchester 15317 (no federal number)

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

Previously presented on September 10, 2009, the Old Westport Road Bridge (NHDOT Bridge No. 133/163) was brought back before the committee members. During the 2009 meeting an Individual Inventory Form for the bridge was requested by the NHDHR on the ca. 1940 I-beam structure. The form was completed by Historic Documentation Company, Inc. and reviewed at the determination of eligibility meeting on June 23, 2010. The bridge was found not eligible for the National Register and there were no objections to the project.

Note: The Memorandum of Effect was signed as a No Historic or Archaeological Properties Affected Memo.

Derry, 16118 (no federal number)

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

Previously presented to the committee on April 8, 2010, the Drew Road culvert (NHDOT Bridge number 167/101) over Drew Brook was re-reviewed by the committee members. The project involves replacement of an existing corrugated metal pipe with a 20' span pre-cast concrete rigid frame and pre-cast concrete wing walls. The existing horizontal and vertical alignments will essentially be retained with new guardrail on the bridge approaches. All proposed work will be

within the existing right of way. As the disturbance area is small and does not extend beyond the right of way, there were no objections to the project.

Note: The Memorandum of Effect was signed as No Historic or Archaeological Properties Affected Memo.

****Memos/MOA's:** Franklin 15584; Lyme 15695; Littleton 13897; Derry 15690; Winchester 15317; Derry 16118

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

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