

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

**DATE OF CONFERENCES:** July 14, 2016

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

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| <b>NHDOT</b><br>Gerry Bedard<br>Sheila Charles<br>Victoria Chase<br>Ron Crickard<br>Bob Davis<br>Meli Dube<br>Mike Dugas<br>Jill Edelmann<br>Jon Hebert<br>Marc Laurin | Rebecca Martin<br>Jennifer Reczek<br>Jason Tremblay<br>C.R. Willeke<br><br><b>Federal Highway<br/>Administration</b><br>Jamie Sikora<br><br><b>NHDHR</b><br>Laura Black | Edna Feighner<br>Nadine Miller<br><br><b>Dupont Group</b><br>Jim Monahan<br><br><b>GPI</b><br>Heather Monticup<br><br><b>MHF</b><br>Nicole Duquette<br>Mark Gross | <b>McFarland<br/>Johnson</b><br>Christine Perron<br><br><b>Underwood<br/>Engineers</b><br>Margaret Blank<br>Peter Pitsas |
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**PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:**

*(minutes on subsequent pages)*

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|---|---|
| Salem, Salem Ford (no project number) ..... | 1 |
| Conway 40018, X-A004(327) .....             | 2 |
| Derry 24861, X-A002(975) .....              | 4 |
| Ossipee 14749, X-A000(490).....             | 4 |
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July 14, 2016

**Salem, Salem Ford (no project number)**

Participants: Mark Gross, MHF Design Consultants; C.R. Willeke, Ron Crickard, NHDOT

Initial consultation regarding proposed realignment of Manchester to Lawrence Rail Corridor trail for a new driveway access on South Broadway associated with the future Salem Ford site. Due to overlapping of multiple RPRs concerning the proposed area, a meeting was requested to ensure an understanding of the various phases of the project, the various separate undertakings, and the various federal agencies involved.

Heather Monticup presented the rail crossing relocation proposal to those at the meeting, as the Manchester to Lawrence Rail Corridor is identified as a historical resource and was determined eligible for listing on the National Register of Historic Places.

The proposal is for the crossing is to be relocated approximately 180 feet south of its current location so it will align with the currently signalized Post Office driveway. Relocating the crossing requires road geometric and traffic signal improvements including additions of northbound and southbound left-turn lanes on NH28 along with a 6-foot wide painted median to preserve capacity and safety at the intersection, provide a rail trail crossing and pedestrian accommodations. All major signal equipment associated with the driveway/intersection project

will not be located within the rail trail corridor so relocation will not be necessary to accommodate potential future rail use. These improvements, as required by the Town of Salem (letter to NHDOT dated July 8, 2016) and requested by the NHDOT, encroach a maximum of 8 feet into the rail corridor and an additional 5 feet is provided for a maintenance easement for a total 13-foot encroachment into the corridor.

There are currently disturbances in the rail corridor such as the AT&T fiber optic line. The corridor is also encumbered by high power utility lines, as Liberty Utilities has an easement over the entire corridor. In addition, rails and ties have been removed within this section of the corridor.

NHDHR commented that the completion of a New Hampshire Individual Inventory Form by an architectural historian should be compiled for the Rockingham Park property (170 acres).

NHDHR asked if there was any signage relating to the railroad along the corridor. The team responded that within the project limits there does not appear to be any signage.

It was mentioned that the Town of Salem is constructing the rail trail from the Town of Windham to Willow Street. The rail trail section between Willow Street and Main Street has already been constructed by the OMJ Realty (who is also the current owner of the 50-acre Rockingham Park parcel). It is anticipated that OMJ Realty would continue the rail trail from Main Street south along the property as the Tuscan Village project moves forward. The NHDHR mentioned that the project team should become familiar with the railroad Inventory Form since this is an eligible corridor and the document could provide guidance for what could be done along the corridor, and what should be avoided, such as a meandering path that wouldn't be in character with a railroad alignment.

NHDHR mentioned that maintaining the existing tree line to clearly define the corridor would help retain the feeling and association of the railroad alignment.

It was determined at the end of the meeting that the Section 106 Effect Determination is No Adverse Effect and the Section 4(f) is a finding of de minimis impact. FHWA (Jamie Sikora) was asked by NHDHR to summarize in an email to NHDHR FHWA's reasoning for their determination that this intersection work is a separate undertaking from future phases of the project.

**Conway 40018, X-A004(327)**

Participants: Margaret Blank, Peter Pitsas, Underwood Engineers; C.R. Willeke, Ron Crickard, NHDOT

Initial consultation regarding Main Street Infrastructure Improvements.

The project includes road and sidewalk reconstruction, water main replacement, drainage system repairs, possible utility pole and wire relocations, and possible underground telecommunication relocation. The affected area lies between the Conway Scenic Railroad tracks (near the W. Main Street intersection) and the intersection of NH 16 and NH 113.

Peter Pitsas presented an overview of the project including a description of the project limits. In order to preserve the curb reveal and existing sidewalk elevations, the initial thought is to box out the road rather than resurface.

C.R. Willeke explained that three government entities are parties to the Local Project Agreement (LPA). The Conway Village Fire District (CVFD) is responsible for the water main. The Town of Conway is the project sponsor and is responsible for the roads and sidewalks. The NHDOT is partially financing the road improvements with state and federal money.

Peter Pitsas explained that the improvements include the following:

- Possible replacement of vitrified clay telephone conduits. These facilities are owned by Fairpoint Communications.
- Possible relocation of poles and overhead wires located to the south side of the sidewalk.
- Drainage repair and replacement. A t.v. inspection has been completed and forwarded to NHDOT.
- Install new water main under sidewalk located on the north side of the road.
- Replace sidewalks. Sidewalks are currently asphalt. Replacement material is currently under discussion.

A public information meeting is being planned for mid-August.

Edna Feighner asked about the stone wall located at the “four corners” intersection (Washington Street and Pleasant Street). It is unclear whether this is archeologically significant. More information is needed. Sanborn insurance maps are a possible information source.

Laura Black explained that impacts to historical or cultural resources go beyond the structures themselves, and include trees, landscaping and other features such as stairs and walkways. The entire setting must be taken into account.

NHDHR provided a detailed response to the Request for Project Review, submitted by Underwood Engineers for additional inventories. As the last historical survey was updated in 1992, any structure now fifty years or older requires an individual inventory form if it will be impacted by the project. Team should use the detailed response in the former RPR, in combination with their current detailed project plans, to help determine what inventory efforts will be necessary for this project.

Pete Pitsas and C.R. Willeke noted that minimal impacts are expected as the construction is not intended to expand or reroute the existing facilities beyond the sidewalk. The only exception is Fairpoint’s utility poles. If they are relocated to the south side of the existing sidewalk area existing properties could be affected.

Laura Black stated that she had compiled notes regarding the project. They are available for inspection at the Division of Historical Resources office.

Laura Black asked about the proposed location of the staging area as it needs to be included in this research. Peter Pitsas noted that a staging area has not been officially identified, but the staging area for the West Main St. project, which is currently under construction, could be used for this project as well.

**Derry 24861, X-A002(975)**

Participants: Bob Davis, Meli Dube, Mike Dugas, Jon Hebert, NHDOT

Initial consultation regarding improvements and widening at intersection of NH RT 28 bypass (Londonderry Turnpike), Scobie Pond Rd, and England Range Road. The discussion will address concerns for impacts to a potentially eligible parcel and extant stone wall to allow installation of turning lanes and a four way signal.

Mike Dugas and Jon Hebert from NHDOT Preliminary Design introduced the project and the proposed improvements at the intersection of NH Route 28 Bypass, Scobie Pond Road and English Range Road in the Town of Derry. The project will widen NH Route 28 Bypass through the intersection to accommodate right turn lanes on both the north and south barrels, replace the existing flashing beacon with a larger traffic signal to facilitate turning from the side roads and allow for great visibility. The existing closed drainage system will also be repaired and upgraded and curbing installed in some locations.

Jon Hebert addressed the concerns indicated on the NHDHR response to the Request for Project Review dated May 31, 2016. The response indicated that one parcel, the Garvey property (Parcel 58-1) located in the southwest quadrant, may require an inventory. Impacts to this property will likely involve some tree removal and relocation of approximately 75' of stone wall. This stone wall was determined to be eligible for reconstruction and does extend around the perimeter of the property, though there are alterations visible including the transition into a retaining wall adjacent to NH Route 28 bypass. Due to the proximity of the roadway, it may be necessary to move the stone wall back to accommodate the placement of the signal platform and the installation of the updated drainage pipes and/or ditch lines. There will be no permanent ROW acquisition, though permanent easements are anticipated. No impacts are planned that will directly affect the residential building or any other structures on the property.

Laura Black indicated that, due to the extent of impacts to the landscape features of the property, an inventory form should be completed for the Garvey property. Sheila Charles noted that according to her observations during her site visit, she does not anticipate that this property will be determined eligible for listing on the National Register of Historic Places.

**Ossipee 14749, X-A000(490)**

Participants: Christine Perron, McFarland Johnson; Gerry Bedard, Rebecca Martin, Victoria Chase, Mike Dugas, Jennifer Reczek, Jason Tremblay, NHDOT

Continued consultation on the roadway and bridge improvement project along 3.2 miles of NH Route 16, which includes three red listed bridges. Two of the bridges, Bearcamp River bridge and the Bearcamp relief bridge, have been determined eligible for listing on the National Register.

Christine Perron discussed the intent of the meeting. The purpose of the project is to rehabilitate 3.2 miles of NH Route 16 and remove three bridges from the Red List (two of which are eligible for the National Register). The project was last discussed at the April 2016 Cultural Resource Meeting. At that time, design alternatives were discussed and the preferred alternative was

identified as the bridge replacement using slide-in bridge construction. The intent of today's meeting is to provide an update on public involvement efforts.

DOT will be hosting an open house on Tuesday, July 19<sup>th</sup> for the purpose of informing the public about three proposed NH Route 16 projects in Ossipee. Each of the three projects will have a station where design plans and other information will be available for review and discussion. The 14749 station will also have a video showing slide-in bridge construction. The Open House announcement has been sent to all abutters and town officials, and has also been posted on the town's website, DOT's website, and at various places in Ossipee. C. Perron also emailed the announcement directly to the Ossipee Historical Society.

In order to seek input on the bridge project in general and potential mitigation in particular, a Section 106 handout has been prepared for the Open House. McFarland Johnson worked closely with DOT in preparing the handout, with the goal of making the design and content as approachable as possible. The handout was emailed to DHR prior to the meeting. C. Perron asked for input on the handout from Laura Black and Edna Feighner.

L. Black commented that she liked the handout and how it encourages public input in a positive way. She suggested that it may be helpful to have some good examples of previous mitigation available for the public to see at the Open House, since having something tangible could help people better understand potential options. She also suggested that it would be beneficial to emphasize creativity when discussing potential mitigation. Lastly, she commented that it would be good to think about a format for gathering input. C. Perron noted that each station will have note takers to record comments from the public and there would also be comment cards available, which could be left in a comment box or later mailed to DOT.

E. Feighner commented that she also likes the handout and suggested that it could be a good template to use for future projects.

Jamie Sikora asked if DOT's traditional Section 106 brochure would also be available at the Open House. Rebecca Martin replied that it would be available. The DOT Section 106 brochure contains FHWA's contact information for consulting parties. C. Perron noted that she chose to not include that contact information in the Ossipee handout since the goal was to keep it as simple and approachable as possible. Including only the Project Manager and Environmental Manager as contacts still ensures that anyone interested in becoming a consulting party will eventually be put into contact with FHWA to formally become a consulting party.

Since this project will be the first time the slide-in bridge construction method is used in NH, DOT wants to reach out to the public to help construction go as smoothly as possible and help alleviate any concerns with the short-term closures of Route 16 that will be necessary. With this in mind, an educational video and interactive webpage will be developed as the project progresses. The hope is that these materials will help people better understand what is proposed and maybe even get them excited that this new technology is being used in their town. There is also potential for these materials to be used as a starting point for Section 106 mitigation.

L. Black suggested that the proposed road closures could be turned into a public event to celebrate the innovative technology being used. Jennifer Reczek noted that a similar project in Vermont used this approach. Victoria Chase said that a number of concepts were being considered for

getting the public involved during construction and would need to be discussed further as the project moves forward, especially in regard to funding.

### **Ossipee 10431, MGS-NHS-X-027-1(32)**

Participants: Victoria Chase, Michael Dugas, Jon Hebert, Rebecca Martin, NHDOT

The meeting goal was to provide an update on Ossipee Route 16 Bypass reconstruction project. When the project was introduced Laura Black explained that she was not able to find a copy of the file for the project. She suspects that it may have been relocated to the State Archives. L. Black suggested that a simple Request for Project Review (RPR) may be the best way to reinstate the project for the NH Division of Historic Resources system.

Jon Hebert provided a brief overview of the project. He mentioned that the project has been around for around 20 years and, though the project limits have remained the same, the scope has been reduced due to a very limited budget of around 3.2 million dollars. J. Hebert showed a concept plan for the project and explained that there are three different treatments proposed for the project.

At the southern portion of the project beginning at the intersection of Route 16 and Route 28 the project proposes signal upgrades, restriping and a pavement overlay. The treatment will extend from the intersection with Route 28 on Route 16 to the intersection with Isaac Buswell Road. There will be some drainage improvements in this area and a small amount of pavement removed (the slip ramp free right turn lane onto Route 28).

The northern section will be from just north of Polly's Crossing Road north for around 2.1 miles to around the intersection with Route 16B, the treatment will be to cold plane 3 inches of existing pavement and put back 3 inches of HBP pavement and drainage improvements. The road work will be within the existing edge of pavement. A stormwater treatment area is being considered north of the intersection with Route 16B.

In the middle portion of the project beginning at around the intersection with Isaac Buswell Road and extending north to just north of Polly's Crossing Road, the treatment will be step box reconstruction with widening and drainage work. This section of roadway has not been improved to date, the northern and southern sections described above have been improved previously. Currently, the design includes removing the concrete from the old roadway that is underneath the current roadway. The concrete road was constructed in 1929. The proposal is for full reconstruction of the roadway (new box and pavement) and expanding the road from 24 feet to 32 feet wide by adding 4 foot shoulders. The Right of Way in this area is relatively wide, so it is not anticipated that there will be a need to purchase very much. Drainage easements are anticipated. J. Hebert explained that the stone house, which is eligible for the National Register, is in this project section. However, the current design will be to install curbing in front of the property and no impacts are anticipated to the house or the stone wall in front of the house.

Mike Dugas explained that at one time this project included a bypass option that would have been around the Green Mountain Furniture building area. This bypass is no longer being considered.

Edna Feighner commented that she might have concerns if the project is going off the existing Right of Way. Sheila Charles commented that there was a Phase 1A completed, which

concentrated on the bypass alternative. However, S. Charles commented that the survey did include the corridor where current project impacts are proposed. The result of the survey was that no further study was recommended at the time.

M. Dugas explained that the project limits are actually the same as they were at the time of the survey, only the scope has been reduced. Laura Black commented that it would be best to supply DHR with a basic RPR, USGS map of the project area, and current project plans.

Jill Edelmann and Rebecca Martin explained that there was a project area evaluation for historic resources in the project corridor. There was a determination of eligibility that established that the project area/corridor was not eligible in 2001, but that three of the resources evaluated were eligible for the National Register. The three resources were Robinson Bertwell House (stone house previously mentioned) at 985 Route 16, the Duncan Lake School House at 7 Island Path and the Hodson Ambrose House at 1250 Route 16, which J. Edelmann commented is no longer standing. There was a comment that the Duncan Lake School House has undergone modifications, J. Edelmann stated that she is doubtful that these modifications would have altered the eligibility of the resource.

L. Black recommended that due to the 15-year lapse of time from when the original studies were completed, the project area form be done over to current standards, practices and procedures for the survey. She mentioned that emphasis should be on treating the original area form as a research document. J. Edelmann will move forward with a consultant to arrange a new project area survey.

S. Charles commented that she would share the original Phase 1A survey results with E. Feighner. S. Charles and E. Feighner will consider the survey parameters to determine if the recommendation of no further survey is sufficient.

At the end of the meeting, R. Martin mentioned that as specified in the Ossipee 14749 discussion, DOT will be hosting an open house on Tuesday, July 19th for the purpose of informing the public about three proposed NH Route 16 projects in Ossipee, including this project. Each of the three projects will have a station where design plans and other information will be available for review and discussion. The Open House announcement has been sent to all abutters and town officials, and has also been posted on the town's website, DOT's website, and at various places in Ossipee. L. Black advised that the group remember to approach attendees at the Open House to inquire about historic resources in the area that they might be aware of and not only to inquire about citizens' concerns about impacts to the known historic resources.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

# New Hampshire Department of Transportation Cultural Resources Agency Coordination Meeting

Date July 14, 2016

Please initial next to your name.      Guests: Please use reverse side to sign in.

| Initial   | Name             | Agency                              | Email Address  |
|-----------|------------------|-------------------------------------|--|
| <i>LB</i> | Laura Black      | NH Division of Historical Resources | <a href="mailto:laura.black@dcr.nh.gov">laura.black@dcr.nh.gov</a>           |
|           | Richard Boisvert | NH Division of Historical Resources | <a href="mailto:Richard.Boisvert@dcr.nh.gov">Richard.Boisvert@dcr.nh.gov</a> |
| <i>SC</i> | Sheila Charles   | NHDOT – Bureau of Environment       | <a href="mailto:scharles@dot.state.nh.us">scharles@dot.state.nh.us</a>       |
| <i>VC</i> | Victoria Chase   | NHDOT – Highway Design              | <a href="mailto:vchase@dot.state.nh.us">vchase@dot.state.nh.us</a>           |
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|           | Marc Laurin      | NHDOT – Bureau of Environment       | <a href="mailto:mlaurin@dot.state.nh.us">mlaurin@dot.state.nh.us</a>         |
|           | Leigh Levine     | Federal Highway Administration      | <a href="mailto:Leigh.Levine@dot.gov">Leigh.Levine@dot.gov</a>               |
|           | Stephen Liakos   | NHDOT – Community Planning          | <a href="mailto:scliakos@dot.state.nh.us">scliakos@dot.state.nh.us</a>       |
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