

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: October 4 & 11, 2012

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Joe Adams
Sheila Charles
David Gaylord
Cathy Goodmen
Jon Hebert
Bob Landry
Marc Laurin
Michelle Marshall
Bill Oldenburg
Christine Perron
Trent Zanes
Alex Vogt

Dave Rodrigue

DRED – Trails

Megan DeNutte
Chris Gamache

**Federal Highway
Administration**

Jamie Sikora

NHDHR

Laura Black
Edna Feighner

Hoyle, Tanner

Sean James
Ed Weingartner

Parsons

Brinckerhoff
Bob Klimm

VTRANS

Scott Newman
Kaitlin O’Shea
Jeannine Russell-
Pinkham*
Brennan Gauthier*
Jeff Ramsey*

**Participated via conference call*

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

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October 4, 2012

Windham, PS-514 (No federal funds)

Participants: Marc Laurin and Dave Rodrigue, DOT

Initial review of the proposed construction of a NHDOT Highway & Bridge Maintenance Facility. Dave Rodrigue discussed the proposed Bridge & Highway Maintenance Facility that would be constructed on ±11 acres of land off Wall Street in Windham to be subdivided by the existing owner. The property is located adjacent to I-93 approximately 4,000 feet from Exit 3. A Purchase & Sales agreement between the

owner and DOT is in progress. Access to the site would be provided by DOT with the construction of an ± 800 to 1,000 foot extension of Wall Street. The existing maintenance shed in Salem doesn't meet the Department's needs and the added maintenance responsibilities for the widened I-93 in the area. Several state-owned properties were evaluated in the vicinity of Exit 3 and were found to have greater environmental concerns, such as being within the Canobie Lake and Cobbetts Pond watersheds, as well as commercial and social impacts. The proposed site is located outside the Canobie Lake and Cobbetts Pond watersheds, is adjacent to an industrial facility, abuts an I-93 stormwater detention pond, and would accommodate an emergency access road onto I-93.

Sheila Charles did a field review of the site. A stone foundation is located within the proposed impact area of the Wall Street extension. She described the foundation and the ditch, or canal?, feature that extends from it. S. Charles stated that the site was not identified on the historic maps, may be earlier than 1830's. D. Rodrigue stated that original design of the extension of Wall Street would go over the foundation, and due to the steepness of the slope it would be more expensive to avoid the foundation to the east. Edna Feighner stated that the cost of testing should be weighed against the cost of avoiding the site. D. Rodrigue was concerned about the costs as this is an Operations project, funds are limited, but the Department will do what is required. E. Feighner is uncertain if the trench may be a unique feature so she was unsure of the ultimate cost of an investigation, it may only require a Phase I investigation, will not know until it is tested. She suggested that depending on the schedule of the project that maybe SCRAP could be used to do the investigation to try and save money. S. Charles asked about filling over the site. E. Feighner hesitated to say that road fill would protect the site, she would need to get more information on the road design. It was agreed that the Department would move forward with a Phase I investigation.

NH Recreational Trails Program

Participants: Megan DeNutte, Chris Gamache, DRED

The yearly review of the grant applications projects for the recreation trails program took place. There were 4 grant applications that NHDHR/NHDOT had questions or comments on. All other projects not listed below were cleared of any cultural resource concerns.

- 12-12 Request for Project Review form for the Mason Railroad Trail Jackson Road Trestle repair was formerly submitted to NHDHR on December 20, 2011. The trail appears to be part of the original Peterborough & Shirley Railroad corridor, completed to the Mason Village by 1850 and later to Greenville. The line eventually became part of the Boston & Maine Railroad. The line has not been inventoried for the National Register. If the concrete deck option is preferred, a Historic District Area form will be required. If the timber deck is chosen, as recommended by NHDHR, there is a finding of No Adverse Effect to the trail. Confirm the painting scheme of the beams.
- 12-35 Submit Request for Project Review form, include photographs and narrative with details on the Northern Railroad.
- 12-42 Submit Request for Project Review form, include photographs of bridge, plans and narrative.
- 12-051 Send photographs of an example to Edna Feighner.

October 11, 2012

Lancaster-Guildhall, A0001(159), 16155A**Participants: Sean James, Hoyle, Tanner & Associates; Christine Perron, Bob Landry, DOT**

This is an initial review for the Lancaster, NH – Guildhall, VT US Route 2 (Rogers' Rangers) Bridge over the Connecticut River. S. James provided an overview of the project which focuses on the US Route 2 (Rogers' Rangers) Bridge spanning from Lancaster, NH to Guildhall, VT over the Connecticut River. The bridge is jointly owned by the New Hampshire Department of Transportation (NHDOT) and Vermont Agency of Transportation (VTrans). The bridge, constructed in 1950, is comprised of two High Parker Through Steel Trusses with span lengths of 198'-0". The bridge is not listed on the State or National Register of Historic Places and an Individual Inventory Form (IIF) has not been completed to date. A presentation will be made at the October 17th NHDOT Natural Resource Agency Coordination meeting and a Public Information Meeting is scheduled for November 8th in Lancaster. A Public Information Meeting will also be held in Guildhall at date to be determined.

Two alternatives are being currently being considered – 1) Rehabilitation of the bridge and 2) a new bridge upstream. The rehabilitation alternative will include a temporary bridge upstream and replacement of deteriorated or damaged bridge members. Alternative 2 will include a new bridge upstream of the existing bridge.

S. James noted that an IIF has not been completed for the bridge nor has any archaeological investigation been completed near the bridge. He asked if the Committee would like these completed. L. Black indicated that an IIF will need to be completed for the bridge. E. Feighner responded that a Phase 1A Archaeological review should be completed. J. Russell-Pinkham requested a copy of the proposed scope of work for the Phase 1A. Historic Documentation Company, Inc. and Independent Archaeological Consultants are on Hoyle, Tanner's team for the IIF and Phase 1A respectively.

The buildings in the vicinity of the bridge were discussed. Additional photographs were provided for all structures within the project area. L. Black requested that the ages of the structures be investigated and provided to NHDHR and VTrans, in conjunction with a plan view of the bridge location marked-up with the most-expansive anticipated roadwork, staging areas etc. for the project (the Area of Potential Effect) to determine additional inventory needs in New Hampshire. S. Newman noted that VTrans would be looking for inventory forms for all the buildings on the Vermont side within the APE.

E. Weingartner provided a brief overview of the in-depth inspection of the bridge completed in September 2011. L. Black and S. Newman requested a copy of the inspection report. The lower portions of the bridge are highly deteriorated with pack rust throughout the lower chord. The low vertical clearance of the trusses was also noted as a significant issue as nearly every upper sway bracing member has vehicle impact damage. The impact to the upper sway bracing has also caused damage to many of the truss vertical members.

Lancaster, X-A001(188), 16208**Participants: Christine Perron, Trent Zanes, Bill Oldenburg, NHDOT**

This project proposes to construct a roundabout at the intersection of US Route 2/US Route 3. Trent Zanes provided an overview of the project. The project is located at the intersection of US Route 2 (Bridge Street) and US Route 3 (Main Street). The intersection is a triangle configuration, and the confusing traffic patterns cause safety concerns. The intersection was identified in the 5% report (the top 5% of locations in the state with the most severe highway safety needs), and the project is part of the Highway Safety Improvement Program. A Public Informational Meeting was held for the project and the public unanimously supported a roundabout over a signalized or unsignalized intersection.

In order to maintain traffic during construction of a roundabout, the roads will be pushed further out, creating a larger triangle within which the roundabout can be constructed. The Lancaster Historical Society property, potentially historic resource [see below], is located to the north of the triangle and a temporary construction easement will be needed on this property. The temporary easement will not impact the existing trees on the property and following completion of the project the area of lawn will actually increase. The existing drive to the property will be maintained in its current location. The original drive was located to the east and entered the center of the intersection. A water line was recently installed across the property.

The project currently proposes sidewalks along the southwest and east sides of the roundabout. Due to existing and proposed land use to the north of the project (elementary school, elderly housing, retirement home), the Department is considering approaching the town about the addition of a sidewalk along the north side of the roundabout. This would require a 10' strip acquisition of right-of-way from the Historical Society property.

Jamie Sikora stated that he felt it would be appropriate to move forward with talking to the town about the additional sidewalk.

Laura Black said that the sidewalk didn't seem problematic to her (due to previous modern changes in the proposed sidewalk area) but the eligibility of the property still needs to be determined. She requested that the Department find out if an inventory form has ever been done for the property. Subsequent to the meeting, it was determined that the property is listed on the National Register in the 1970s.

L. Black asked about the gas station to the south of the intersection. T. Zanes said that this gas station was recently torn down and a new business is being constructed. L. Black asked for more information on the other properties adjacent to the project area. Christine Perron provided her with photographs of the residences along the south side of Bridge Street to the west of the intersection, as well as the Irving gas station, bank, and carwash. The only property of potential concern, in addition to the historical society property, was the first residence to the west of the intersection. L. Black asked that an inventory form be completed for the property.

Edna Feighner stated that a known Native American site is located 1000' to the west of the intersection. Due to potential sensitivity, she requested a Phase IA archaeological survey for the entire project area.

L. Black asked if this area of Lancaster was a separate village at one time. T. Zanes replied that he was not aware of that area ever being a village. Therefore it is unlikely that evaluating the area as a historic district would be appropriate.

Followup: The Lancaster Historical Society property contains the 1780 Wilder-Holton House, which was listed on the National Register in 1975.

Seabrook, X-A000(293), 16444**Participants: Christine Perron, Jon Hebert, Alex Vogt, DOT**

This is an initial review. The project involves widening US Route 1, beginning just south of NH Route 107 and continuing south for approximately 2000'. Alex Vogt provided an overview of the project. The project is located on US Route 1, beginning just south of NH Route 107 and continuing approximately 2000' to the south. The project proposes to widen Route 1 to the west to add a second southbound travel lane. US Route 1 to the south and north of the project area consists of 5 lanes. The project area currently has only 4 lanes, which constricts traffic and causes backups. The area is heavily developed primarily with commercial and retail businesses. The proposed widening will require strip right-of-way acquisition from properties along the west side of the roadway. The existing edge of pavement on the east side of the roadway will not change as part of this project. The decision to widen to the west was made because previous projects through this area set the curb line on the east and the west side presents fewer utility conflicts. The project is currently scheduled to advertise in late 2014.

Edna Feighner asked if any storm water treatment would be proposed and if underground utilities existed. A. Vogt replied that drainage would continue to be directed into existing basins to the east, and underground water and telephone existed in the project area. He also stated that deep excavations would not be necessary during construction. E. Feighner stated that the area has many known archaeological sites, and she requested that a Phase IA survey be completed.

Laura Black said that the age of each structure was needed on the adjacent properties in order to determine if any properties warranted inventory forms. She suggested that this information be obtained for both sides of the road in case anything in the project scope changed as the project progressed. Christine Perron said that photographs and the age of the structures would be sent to L. Black in the near future.

Ossipee, X-A000 (490), 14749**Participants: Christine Perron, Michelle Marshall, Alex Vogt, DOT**

The RPR form for this project was submitted September 22, 2011 (R&C#3262). The project proposes to replace three bridges: Bridge 137/299 (NH Route 16 over Bearcamp River relief), Bridge 137/297 (NH Route 16 over Bearcamp River), and Bridge 152/268 (NH Route 16 over Lovell River). Proposed work also includes pavement and roadway rehabilitation from Bridge 152/268 north to the Chocorua River, a distance of approximately 3.7 miles.

Michelle Marshall provided an overview of the project. The project is located on NH Routes 16 & 25. Proposed work consists of the replacement of 3 red-listed bridges, as well as resurfacing between the bridges. The project is tentatively scheduled to advertise in February 2017, with a hearing in spring/summer 2013. The bridges were summarized as follows:

Lovell River

Single span I-Beam Concrete bridge
Constructed in 1950
58' long; 31' wide curb-to-curb
Deck in poor condition

Bearcamp River

5 span I-Beam Concrete bridge
Constructed in 1955
392' long; 28' wide curb-to-curb
Deck and superstructure in poor condition

Bearcamp River Relief

4 span I-Beam Concrete bridge

Constructed in 1955

168' long; 28' wide curb-to-curb

Deck in poor condition

To maintain traffic during construction, two detours with temporary bridges are required. The Lovell River detour will be located on the west side of the existing bridge. The location of the Bearcamp River detour has not yet been determined.

Edna Feighner stated that the project is located within an area that is considered highly sensitive for archaeological resources. She requested a Phase IA/IB survey for the project area.

Laura Black requested that an individual inventory form be completed for each bridge, and noted that photos and ages of the properties in the four quadrants of each bridge were necessary to determine additional inventory needs. Christine Perron agreed to send her photographs and the age of any structures located in the vicinity of the bridges and detours.

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

Submitted by: Sheila Charles, Cultural Resources

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