BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: December 14, 2017
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT	**NHDHR**	**MJ**	**VHB**
Joe Adams	Laura Black	Josh Lund	Greg Goodrich
Sheila Charles	Dick Boisvert	Christine Perron	Peter Walker
Keith Cota		Sam White	
Ron Crickard	**FHWA**		
Bob Juliano	Jamie Sikora		
Marc Laurin			
Josh Sargent			

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:
(minutes on subsequent pages)

Portsmouth 27690, X-A003(589) 1
Newington-Dover 11238, NHS-0271(037) 3

Portsmouth 27690, X-A003(589)
Participants: Josh Lund, Christine Perron, Sam White, MJ; Joe Adams, John Sargent, Marc Laurin,

Continued consultation and update on the proposed action for the project, the US Route 1 Bypass culvert over Hodgson Brook, including descriptions of the potential impacts, discussion of the necessity of an Individual Form for the culvert and the effects to the US Route 1 Bypass Historic District due to the proposed rehabilitation of the culvert.

John Sargent provided an overview of the project. The project will address Bridge 192/106, which carries US Route 1 Bypass over Hodgson Brook in the City of Portsmouth. The bridge was constructed in 1940 and rehabilitated in 1966. The bridge is comprised of five concrete boxes, with a total length of 45 feet and a width of 72 feet curb to curb. Each bay is 8' wide by 6.5' high. The 1966 rehab included the construction of concrete parapet walls to enable the widening of US Route 1 Bypass to accommodate five lanes of traffic.

A Public Informational Meeting was held on April 14, 2016. Based on feedback from the public meeting, and after consideration of potential future work in the corridor, the proposed alternative to address deficiencies in the bridge is rehabilitation. The areas of deficiency are the bottom 18" of the culvert walls, the invert of the culvert cells, the end sections of the culvert cell ceilings, and the bridge rail and rail transition.

Ceiling: The concrete for the last five feet at both ends of all cell ceilings will be removed to behind the existing reinforcement and repaired with concrete. New reinforcement will be spliced to the existing reinforcement as required.

Invert/walls: The culvert invert and wall repair will be typical to all cells of the culvert. This repair will include concrete removal of the cell floor and two feet up the culvert walls. Concrete removal will extend to sound concrete behind the existing reinforcement. Two feet was chosen because this gets the repair joint above the high-water staining on the culverts. The repair will extend about two inches outside the existing face of the wall. This is to provide additional concrete cover to prevent spalling of the concrete repair and provide more room for new reinforcement. The invert repair will remove the existing concrete to sound concrete below the existing reinforcement. It is anticipated that new reinforcement will need to be spliced into the existing reinforcement.

Cut-off wall: The cut-off wall at the entrance and exit of the culvert will be addressed. The purpose of this work is to protect the joints of the proposed invert and wall rehabilitation. The repair will extend slightly outside the existing culvert to ensure the end joints can be covered and protected from on-coming water.

Rail: Another objective of this project is to upgrade the existing substandard bridge rail and rail transition. This will be accomplished through removal of the existing headwalls and replacing them with concrete moment slabs. The moment slabs will not be connected directly to the culvert, instead they are held in place by gravity and friction.

In addition to these repairs, the City asked that the Department consider the construction of a sidewalk on the west side of the US Route 1 Bypass between Borthwick Avenue and Coakley Road. Since there is no sidewalk system in this area to connect into, and the City has no immediate plans for sidewalks in this area, the Department may consider providing a wider shoulder across the bridge rather than a sidewalk. The wider shoulder would be provided by overhanging the proposed moment slab over the existing bridge fascia. This will require grading and retaining walls, and a slightly larger moment slab.

To address concerns regarding aquatic organism passage, and to meet NHDES permit requirements, the channel at the bridge outlet will be regraded and stoned to alleviate the existing perched condition.

The bridge work as proposed will be located within the existing right-of-way. The channel work may extend outside the right-of-way.

US Route 1 Bypass is eligible for listing on the National Register as a historic district, beginning at its divergence with US Route 1 and continuing to the Sarah Mildred Long Memorial Bridge. The bridge that carries Hodgson Brook under the Bypass is a contributing element of the historic district. Based on a review of DOT files, this bridge is the only 5-cell box culvert in NH. There is one with 4 cells in Canaan and three with 3 cells, two of which are located in Portsmouth on Hodgson Brook. The 1939 plans for the existing 5-cell culvert note that the 5th cell was intended for a cattle pass.

Dick Boisvert commented that doing an inventory form on the bridge now would benefit any future work in the corridor.

Laura Black noted that the proposed rehabilitation was more than just basic repairs, and understanding the bridge in its current form was necessary before additional changes are made.

She added that the bridge rehabilitation completed in 1966 is part of the historic evolution of the bridge since it has been more than 50 years as well.

Jamie Sikora stated that enough of a change to the bridge was proposed to warrant the completion of an inventory form to be able to determine the appropriate effect finding for the project.

Newington-Dover 11238, NHS-0271(037)
Participants: Greg Goodrich, Pete Walker, VHB; Keith Cota, Bob Juliano, Marc Laurin, NHDOT

Continued consultation and discussion of the Supplemental Environmental Impact Study's (SEIS) *Coordination Plan for Agency and Public Involvement* regarding consideration of alternatives providing bicycle and pedestrian access between Newington and Dover through the rehabilitation or replacement of the General Sullivan Bridge (GSB).

Keith Cota summarized the project background and recent developments. The 2007 Final Environmental Impact Statement (FEIS) and subsequent Record of Decision (ROD) for the Newington-Dover project proposed to rehabilitate the GSB so that it could continue to serve as a connection for pedestrians and bicyclists across Little Bay. Since the NEPA decision was issued, that Department completed detailed inspections of the GSB in 2010, 2014, and 2016. These inspections found that the bridge has serious deterioration which has raised the need for an assessment of the viability of rehabilitation. The Department met with NHDHR in August 2016 to review the results of a Type, Span and Location Study which provided additional information on the condition of the GSB, and evaluated the feasibility of completing the rehabilitation, along with other alternatives. Following this work, the Department determined that it is reasonable to consider alternatives to the proposed rehabilitation.

Keith explained that the Department sent a letter to the Federal Highway Administration (FHWA) in August 2017, asking to reopen the Section 106 consultation and Section 4(f) Evaluation for a limited review of alternatives for the General Sullivan Bridge. FHWA responded in support of NHDOT's proposed re-evaluation. In their response, FHWA determined that a limited scope Supplemental Environmental Impact Statement (SEIS) would be necessary to support any changes to the ROD.

As an initial step in this process, the Department developed a "Coordination Plan for Agency and Public Involvement." NHDHR was provided a copy of the Coordination Plan, which outlined how the Department expects to proceed with the SEIS, including the process to solicit and consider input from agencies and the public. It provided an anticipated schedule, which Keith acknowledged as being aggressive, but which is dictated in part by the Department's capital program.

Keith explained that the Department plans a series of agency meetings, as well as separate public meetings. The first public meeting would focus on the NEPA process, would outline the various alternatives, and may occur as soon as January. Keith anticipates a great deal of interest in the evaluation, and acknowledges that consulting parties will be important – including national historic preservation organizations. He also reported that the Department has heard comments from the public and policy makers which question whether it is reasonable to spend as much as $30 million on the bridge for bicycle and pedestrian access.

Keith explained that the next steps will include publication of a Notice of Intent (NOI) to issue an SEIS by FHWA. The Department and FHWA will also be sending letters to potential Cooperating and Participating Agencies, and would also send letters to potential Consulting Parties.

Dick Boisvert asked, why is the schedule so aggressive? Keith responded that the GSB project is included in the 2019 Capital Program. If the project is delayed, then funds could be placed in jeopardy. Keith again recognized the national interest in the GSB, acknowledged that the schedule is aggressive, and explained that the Department will do their part to help facilitate communication.

Laura Black had reviewed the Coordination Plan and sent her comments in an email to Keith dated December 13. Her primary concern is that the Coordination Plan should acknowledge that the GSB was last inventoried in 2005 and that, at that time, the bridge was determined to be eligible for listing in the National Register of Historic Places not only at the state level under Criterion A, but at the national level under Criterion C. The Coordination Plan states that the bridge is only significant at the state level. Additionally, Laura noted that since the 2005 determination of eligibility, the Lake Champlain Bridge has been demolished – which only increases the importance of the GSB. Laura has been contacted by preservationists who wish to participate in the consultation. Laura believes that this is a critical moment, because the GSB is not a "run of the mill" resource, and its loss would be a substantial hit to the historic resources of NH and even the nation.

Laura understands why the schedule is aggressive, but wants to make sure that the technical analyses are thorough. NHDOT and FHWA need to allow enough time for proper engineering analysis and public feedback. Laura feels that it is unfortunate that we seem to be replicating the experience that led to the loss of the Memorial Bridge.

Keith Cota understands Laura's concerns, especially regarding historic bridge losses and a general lack of financial investment for historic preservation.

Jamie Sikora has recently received an email from Nathan Holth (historicbridges.org) requesting consulting party status. Jamie replied to Nathan's email and FHWA has recognized Nathan as a consulting party.

The group discussed ways to use technology to allow for out of state parties to effectively participate in meetings. Keith indicated that the Department would post information to the project website, and indicated it may be possible to arrange for conference calls for Section 106 meetings. NHDHR suggested that it would be beneficial to set up a system to allow consulting parties to participate interactively during all agency and public meetings.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

New Hampshire Department of Transportation
Cultural Resources Agency Coordination Meeting

Date December 14, 2017

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

Initial	Name	Agency	Email Address
LB	Laura Black	NH Division of Historical Resources	Laura.Black@nh.gov
RB	Richard Boisvert	NH Division of Historical Resources	Richard.Boisvert@nh.gov
SC	Sheila Charles	NHDOT – Bureau of Environment	Sheila.Charles@dot.nh.gov
	Victoria Chase	NHDOT – Highway Design	Victoria.Chase@dot.nh.gov
RC	Ronald Crickard	NHDOT – Bureau of Environment	Ronald.Crickard@dot.nh.gov
	Michael Dugas	NHDOT – Highway Design	Michael.Dugas@dot.nh.gov
sick	Jill Edelmann	NHDOT – Bureau of Environment	Jillian.Edelmann@dot.nh.gov
	Edna Feighner	NH Division of Historical Resources	Edna.Feighner@nh.gov
	Ron Grandmaison	NHDOT – Highway Design	Ronald.Grandmaison@dot.nh.gov
	Bob Landry	NHDOT – Bridge Design	Robert.Landry@dot.nh.gov
	Marc Laurin	NHDOT – Bureau of Environment	Marc.Laurin@dot.nh.gov
LL	Leigh Levine	Federal Highway Administration	Leigh.Levine@dot.gov
	Don Lyford	NHDOT – Highway Design	Donald.Lyford@dot.nh.gov
	Rebecca Martin	NHDOT – Bureau of Environment	Rebecca.Martin@dot.nh.gov
	Beth Muzzey	NH Division of Historical Resources	Elizabeth.Muzzey@nh.gov
	Kevin Nyhan	NHDOT – Bureau of Environment	Kevin.Nyhan@dot.nh.gov
JS	Jamie Sikora	Federal Highway Administration	Jamie.Sikora@fhwa.dot.gov
	Pete Stamnas	NHDOT – Highway Design	Peter.Stamnas@dot.nh.gov
	Matt Urban	NHDOT – Bureau of Environment	Matt.Urban@dot.nh.gov
	Cindy Vigue	Federal Highway Administration	Cindy.Vigue@dot.gov
	CR Willeke	NHDOT – Planning	Charles.Willeke@dot.nh.gov

Please fill in all of the requested information. December 14, 2017

Name	Agency	Phone #	Email Address
Christine Perron	MJ	225-2978	cperron@mjinc.com
Sam White	MJ	225-2978	swhite@mjinc.com
Josh Lund	MJ	"	JLund@mjinc.com
John Sargent	NH DOT	271-7409	
Joe Adams	NHDOT	271-1618	Joseph.Adams@dot.nh.gov
Keith Cota	NHDOT	271-1615	Keith.Cota@dot.nh.gov
pete Walker	VHB	391-3942	pwalker@vhb.com
Greg Goodrich	VHB	391-3992	ggoodrich@vhb.com
BOB Juliano	NHDOT	271-2731	ROBERT.JULIANO@DOT.NH.GOV