

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

**DATE OF CONFERENCES:** January 10, 2013

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

**ATTENDED BY:**

**NHDOT**

Cassandra Burns  
Sheila Charles  
Dean Eastman  
Jill Edelmann  
Marc Laurin  
Christine Perron  
Bill Saffian  
David Scott

C.R. Willeke

**Federal Highway  
Administration**  
Jamie Sikora

**NHDHR**

Laura Black  
Edna Feighner

**City of Goffstown**

Alex Canaan  
Carl Quiran  
David Pierce  
Meghan Theriault

**City of Rochester**

Peter Nourse

**CLD**

Heidi Marshall  
Kelsey Gagnon  
Robert Lyford

**CMA**

Dan Hudson

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

**PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:**

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

**January 10, 2013**

**Moultonborough 15710**

**Participants: C. R. Willeke, Marc Laurin, NHDOT**

Continuing consultation, previously reviewed on January 7, 2012 and April 14, 2012. Due to the modification of the proposed design resulting in further minimization of impacts and the removal of federal funding, the cultural resources effects memo signed on June 22, 2011 needed to be revised.

C. R. Willeke gave a brief description of the project history. The project is no longer municipally managed, there is no Federal funding and it will now solely be a state-funded project. The project was downsized and will consist of shoulder widening in the vicinity of Fox Hollow Road. The proposed design will increase the safety for motorists turning in and out of Fox Hollow Road by providing a 10 foot bypass shoulder for westbound traffic and an 8 foot right turn shoulder for eastbound traffic. Due to the reduced footprint, the impacts to the potentially historic Mullen property have been minimized. This work will consist of tree clearing, reworking and stabilization of the steep slope, and a permanent slope easement. S. Charles stated that no archaeological resources were determined to occur during the previous reviews of the project. L. Black confirmed that the impacts on the Mullen property will remain as No Adverse Effect due to the tree

clearing impacts. J. Edelman will compose a new Effects Memo that updates the impacts and reflects the funding changes, and the modified Effect Memo will be distributed for signatures. *(Subsequently the updated Memo was signed by the SHPO on January 17, 2013)*

### **Rochester 22712, X-A003(377)**

**Participants: Daniel Hudson, CMA; Peter Nourse, City of Rochester**

Initial review for the Salmon Falls Road – Highway Safety Improvement Project, Eagle Drive to Whitehall Road. D. Hudson described the need for the project, due to the frequency of run off the road type collisions. The project will reconstruct two curves to provide proper banking and curve radii to improve highway safety. Anticipated work includes shifting the horizontal curves, reconstructing the roadway and side slopes, modifying or replacing existing drainage pipes and structures, reestablishing roadside ditches, reconstructing driveways, and clearing trees and vegetation to improve sight distances.

D. Hudson reviewed preliminary project plans and described anticipated impacts to specific properties as follow:

- 727 Salmon Falls Road – Tree clearing or selective thinning for sight distance.
- 732 Salmon Falls Road – Driveway matches and slope work. No impacts anticipated to the existing stonewall.
- 750 Salmon Falls Road – Slope work. A portion of the existing stone wall will need to be removed and reset.
- 908 Salmon Falls Road (land only) – Tree clearing or selective thinning for sight distance.
- 178 Whitehall Road – Slope work and tree clearing or selective thinning for sight distance.

Work may occur adjacent to 749, 886, and 932 Salmon Falls Road, but will be limited to repaving and minor slope/ditch work.

L. Black asked about the character of the corridor, noting that tree clearing or thinning may remove a visual buffer to residences. P. Nourse replied that houses along Salmon Falls Road are generally visible from the roadway, so clearing or thinning would not change the character of the area. D. Hudson noted that proposed clearing at 178 Whitehall Road would remove an existing buffer and the owners would be contacted to discuss that issue.

L. Black requested that NH Individual Inventory Forms be completed for 732 and 750 Salmon Falls Road and 178 Whitehall Road, given the anticipated impacts. If any potentially historic stone culverts are discovered, those should also be researched. The NHDOT's stonewall policy should be followed where walls are to be impacted.

### **Conway 15864, X-A001(161)**

**Participants: Christine Perron, Bill Saffian, David Scott, NHDOT**

Initial review of a proposed replacement of Bridge 158/137, which carries US Route 302 over Conway Lake Outlet (also known as Snow Brook). Bill Saffian provided an overview of the project. The bridge, constructed in 1955, is a 3-span concrete T-beam with angled steel rail. The bridge is a 105' long, 3-span Concrete T Beam bridge on the Department's Red List.

The proposed replacement bridge is a single-span, so existing piers will be removed. The roadway and previous bridge were located just to the north of the existing alignment, and the old bridge abutments are still present just downstream of the existing bridge.

The former alignment of US Route 302 will be used for a temporary detour during construction. Because the original roadway was much lower than the existing roadway, a large amount of fill would be required for the temporary detour. This would result in temporary fill zone outside the existing right-of-way, requiring temporary construction easements on three parcels (259-19, 259-20, and 259-21). Given these impacts, a second alternative that involves using sheet piling for the detour is being considered. The sheet piling would allow the detour to be constructed entirely within existing right-of-way, avoiding impacts to adjacent properties. Under both alternatives, the temporary bridge on the detour alignment will likely span over the old bridge abutments, although further hydraulic analysis is needed to confirm this. Also under both alternatives, the access road located on Parcel 259-19 would need to be shifted to the west. Christine Perron commented that this parcel is land only and the landowner does not own any adjacent parcels with a house that would require access from US Route 302.

Laura Black asked for clarification on the type of impacts to adjacent properties. B. Saffian explained that if sheet piling is not used for the detour, then temporary easements would be necessary to allow for the placement of fill beyond the right-of-way. This fill would be removed upon completion of the project and the area would be restored.

Jamie Sikora asked what the old bridge abutments were made of. B. Saffian said that the abutments are mortared stone.

L. Black recommended an individual inventory form for the bridge. Edna Feighner asked that an archaeological survey be completed for the project area. This survey could also document the old bridge abutments. She suggested that the Department review the abutments to determine if they could in fact remain in place.

C. Perron commented that the Commissioner's Office could decide that the use of sheet piling for the detour would be too costly. If this happens, temporary easements would be required on Parcel 259-21, on which an 1880 house is located. She asked if an inventory form would be needed for this property if an easement was required. L. Black replied that if impacts would be temporary in nature, then a form would not be needed. However, she stressed the importance of coordinating with the property owner on the proposed impacts. If the owner had any concerns with what was proposed, even if those concerns were not related to historic resources, then a form should be done on the property.

### **Littleton 21192, X-A002(133)**

#### **Participants: Daniel Hudson, CMA Engineers**

Initial Review of the Mildred C. Lakeway School – Safe Routes to School Project along Union Street (Crawford to Pike Streets) and Pleasant Street (Oak Hill Ave to Pine Street). D. Hudson explained that the project intent is to improve pedestrian access at the school and replace a portion of the existing sidewalk on Pleasant Street currently in poor condition.

D. Hudson described that proposed changes at the school include moving the existing Union Street crosswalk and signal westerly approximately 100', installing new pedestrian crossing warning lights or signals, moving the gravel parking lot driveway entrance on the south side of Union approximately 40' westerly to better align with the driveway on the north side, widening the sidewalk in front of the school to 10' to better accommodate the number of pedestrians/students and provide student queuing area, and reconstructing/realigning the school access paths as needed for proper grade to the building. Granite curbing and existing plantings will be removed and replaced in kind. Granite back curbing will be installed in front of the school adjacent to the wide sidewalk where needed to limit slope work. The school sign will not be impacted.

D. Hudson described that proposed changes on Pleasant Street include removing the existing sidewalk (bituminous asphalt over concrete) and replacing it with granite curbing and a bituminous asphalt sidewalk. Impacts to existing properties along the west side of the street will include removing and resetting conflicting structures (steps, walls, and utilities), reconstructing driveway entrances where necessary for proper grade, and slope work to match the back of sidewalk to the existing ground. Specific property impacts were discussed as follow:

- 141 Pleasant Street – No impacts anticipated to the existing steps or brick walkway.
- 151 Pleasant Street - Granite back curb will be installed along 151 Pleasant Street to limit slope work adjacent to the mature trees.
- 191 Pleasant Street – Remove and reconstruct the existing stone wall and steps at a greater offset from the roadway. Sidewalk will be widened into the property.
- 211 Pleasant Street – Remove and reconstruct a portion of the stone masonry wall at a greater offset from the roadway.
- 243 Pleasant Street – No impacts anticipated to the mature trees; however the stone steps will need to be removed and reset.

L. Black noted that the changes at the school (1960's construction) will not impact its character, so historic research is not required for that location. She requested that a NH Individual Inventory Form be completed for 191 Pleasant Street, given the proposed impacts to the existing stonewall and steps. Proposed impacts to structures should be discussed with the respective property owners and if any voice concerns regarding the proposed changes additional review may be required.

### **Hudson 20245 X-A002 (051)**

**Participants: Heidi Marshall, Robert Lyford, Kelsey Gagnon, CLD; William Rose, Dean Eastman, NHDOT**

Initial review for Library Park Signalization Improvements (CMAQ) at the intersections of Library, Chase, Ferry, Derry and Highland Streets.

The project was presented at this meeting to receive input from the NHDHR, FHWA, and NHDOT-BOE staff regarding proposed improvements at the intersections around Library Park (Library Street, Derry Street, Ferry Street, Highland Street, and Chase Street) and their associated potential to impact cultural resources (both historic and archaeological).

Robert Lyford, P.E. of CLD Consulting Engineers, Inc., presented the Project on behalf of the Town of Hudson. The Project, which will utilize federal funds, will reduce congestion at the intersections around the park and improve overall safety of pedestrians, especially at the Library Street/Ferry Street intersection and the Derry Street/Highland Street intersection.

Two National Register 4(f) Properties are within the area of potential effect, the first G.O. Sanders House located off of Derry Street and the second Hills Memorial Library located on Library Street. The limits of the 4(f) designations are carried to the back of the sidewalk for the G.O. Sanders House and to the edge of roadway for the Hills Memorial Library site.

It was determined that there is no adverse impact from the project.

Historically, the cabinet replacement on the Hill Memorial Library property was the largest concern. It was discussed that the new cabinet would be slightly bigger (wider and deeper) than the existing cabinet. The cabinet would be approximately 12-14" wider. Typical a 12" base is installed to heighten the cabinet to make it easier for technicians to service the equipment; however, such base is not proposed for the project. The Town should confirm that the owners, heritage commission and library organization are comfortable with the new design for the control cabinet and its aesthetic effects on its surrounding. With the site falling

within a National Register boundary concerns with Section 4(f) were questioned; however, FHWA did not see a concern with the enlargement. The committee agreed that with the information provided, they had no concerns with the enlargement either. Architecturally, no historic structures are to be affected by the proposed upgrade.

Archaeologically, the APE has been significantly developed in the past and the proposed upgrades show minimal ground disturbance, most work will be done within the existing curb lines and within the Town's right-of-way. There are no archaeological concerns.

As long as nothing changes from what was presented here today, then culturally there is not a problem with the plans.

### **Goffstown (no federal number)**

**Participants: Alex Canaan, Meghan Theriault, David Pierce, Town of Goffstown**

Initial review by Town began with a brief introduction and the following items were discussed:

#### 1. Overview of current project:

- Restoration of a c.1850 granite box culvert, located behind Hillsborough County Farm. The box culvert, originating as part of the NH Central Railroad system and now associated with Goffstown's pedestrian Rail Trail, drains an unnamed stream that eventually outlets to the Piscataquog River.
- Current distress on the culvert includes a sinkhole at the inlet side due to large debris in the culvert, which caused sections of the sidewall to collapse and significant undermining of sidewalls throughout structure. There is also major scouring at outlet end and a large pile of gravel, stone and debris at outlet.
- A staging area and temporary access road will need to be constructed on Hillsborough County Farm property. The Town will remove the slope material to expose the granite slabs and then the stonework will carefully be disassembled back beyond the failure point. Debris will be removed from inside the culvert. Concrete will then be poured along the base of the culvert extending the entire length, filling voids under sidewalls and creating a new invert floor to prevent future undermining. The removed blocks will then be reassembled using methods recommended in NHDOT Historic Stone Highway Culverts in New Hampshire Asset Management Manual and other engineering publications as required. After rehabilitation of the box culvert, debris will be removed upstream and downstream of the culvert.
- Upon completion of debris removal and culvert repair, the Town will restore the staging area and access road to its original condition with loam and seed.

#### 2. Town discussed culvert repair options:

- The Town met with local concrete and masonry contractors about cost and repair options.
- The concrete will be poured along the culvert base extending the entire length. The concrete will cover the entire width of the culvert and extend up the sidewall several inches to prevent further undermining of the culvert base.

#### 3. Town addressed NHDHR concerns:

- NHDHR had some concerns about the use of steel rebar and mortar in the restoration of the culvert. The Town agreed to not use steel rebar within the granite slabs. There is concern the rebar will either not be properly set within the slab, the rebar will rust, or during installation the existing granite sidewalls may move/shift. Since the granite slabs were dry laid originally, mortar will not be used, thereby keeping the historical integrity of the culvert.
- The Town provided further historical information on the County Farm. The additional information included historic USGS maps, county farm photos and a brief history.

4. The group further discussed the location of the project and the use when the farm was established. The area of the culvert repair has always been a drainage area since the inception of the farm and railroad and therefore does not negatively affect the historical significance of the property.

5. NHDHR and NHDOT concluded the project will have **no adverse effect** on historic or archaeological properties.

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

Submitted by: Sheila Charles and Jill Edlmann, Cultural Resources

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