

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: January 9, 2014

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

<p>NHDOT Maggie Baldwin Sheila Charles Meli Dube Jill Edelmann Jon Evans Michael Hazlett Marc Laurin</p>	<p>Trina Russo Bill Saffian John Butler Ron Crickard</p> <p>Federal Highway Administration</p>	<p>Jamie Sikora</p> <p>NHDHR Laura Black Edna Feighner</p> <p>City of Portsmouth</p>	<p>Juliet Walker (on phone)</p> <p>Albacore Park Ken Herrick</p>
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(When viewing these minutes online, click on an attendee to send an e-mail)

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

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Bartlett-Gorham 13857A, X-A000(836)	1
Portsmouth 13455, STP-X-5379(025)	2

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

January 9, 2014

Bartlett-Gorham 13857A, X-A000(836)

Participants: Maggie Baldwin, Meli Dube, Jon Evans, Mike Hazlett, Trina Russo, Bill Saffian, NHDOT

Continued consultation regarding the Pinkham’s Grant-Gorham project. The Department plans to attach bridge approach rail on all four quadrants on bridge #144/056 in Jackson. The bridge, constructed in 1938, is a two-span concrete rigid frame with stone faced parapets that carries Route 16 over the Ellis River. Due to project scheduling, this portion of the project was pulled out of larger project; the earlier RPR submission is still applicable, but the NHDOT project number changed.

Jill Edelmann began by indicating that the intent of this meeting was to continue consultation regarding the Department’s plans to attach bridge approach rail to all four quadrants of bridge #144/056 carrying Route 16 over the Ellis River in Jackson. The bridge, constructed in 1938, is a two-span concrete rigid frame structure with stone faced parapets. J. Edelmann noted that due to project scheduling, this portion of the project was pulled out of the previous 13857 project. As a result, the NHDOT project number has changed to 13857A but that the earlier RPR submission is still applicable. J. Edelmann indicated that subsequent to DHR’s feedback on the RPR form, the

Department has redesigned the approach rail attachment design to minimize the impacts to the existing structure.

Jon Evans showed some pictures of the existing bridge and examples of the proposed attachment design. Bill Saffian then provided a brief overview of the proposed design. He indicated that the plan was to attach the proposed three-beam approach rail to a standard F-type barrier three-beam terminal connector. The proposed connector would be 2'-6" wide by 1'-8" tall placed on top of a metal plate held in place with approximately 11 anchor bolts. The Department hopes to anchor the bolts by drilling all the way through the existing bridge rail and use individual washers and nuts on the exterior side of the existing bridge rail. However, depending on the results of further engineering it may be necessary to anchor the bolts using a single larger metal plate of approximately the same dimensions as the above noted terminal connector.

Laura Black indicated that from an historic preservation perspective it was preferable to use individual washers to anchor the bolts rather than a single large plate as it reduces the visual impacts of the proposed modifications. J. Evans and B. Saffian agreed that the Department would only utilize the individual plate proposal as a method of last resort.

L. Black asked that something be placed behind any plates that are installed to ensure that water and other elements do not get between the plate and the stone face of the bridge rail resulting in loss of integrity and rail deterioration. B. Saffian indicated that the design includes space between the plate and the stone faced bridge rail to allow for grout or some other type of expandable material to fill the voids caused by the irregular shape of the stone face.

Given that the structure is likely eligible for the National Register and the engineering efforts that have been completed to minimize impacts to the existing structure, J. Edelmann proposed that the group make a consensus determination that the preparation of an individual inventory form was not necessary and that the project, as proposed, would result in a No Adverse Effect. It was agreed by those present that this was acceptable. J. Edelmann will prepare and circulate for signature a No Adverse Effect memo.

Portsmouth, 13455, STP-X-5379(025)

Participants: John Butler, Marc Laurin, NHDOT ; Juliet Walker, City of Portsmouth (on phone); Ken Herrick, Albacore Park & Portsmouth Submarine Memorial Association (PMSA)

Continued consultation to discuss Albacore Connector mitigation options associated with the adverse effect determination for potential diminished visitor experience, due to the creation and formalization of the Albacore Connector Road.

J. Edelmann handed out a Draft MOA and Summary of the Albacore Connector Road Mitigation Discussion, based on the December 5th Coordination Meeting discussion. These handouts were sent out for all to review prior to the meeting. She stated that, as agreed by all, the removal of pavement at the old entrance from the Bypass and proposed landscaping will be part of the ROW impacts mitigation and not cultural resource mitigation.

General discussion of the Draft MOA and the Mitigation Summary ensued. Juliet Walker stated that due to timing issues, the public art sculpture related to the submarine history option could not be offered to be done by the City at this time. L. Black pointed out that at this time DHR has not agreed that a dry dock option is appropriate, as the concept needs to be further discussed internally with Peter Michaud. Additionally, K. Herrick has offered to go to DHR in the near future to discuss the concept for the basin. K. Herrick will coordinate with DHR to set up this meeting. J. Sikora asked that Sabra Smith, of the National Park Service, be included in that meeting. K. Herrick will also make J. Walker aware of the meeting time. J. Edelman, referring to the Draft MOA, stated that the language does not mention a dry dock, but discusses reconstruction of the basin. Stipulations G and H of the Draft MOA further separate the funding into constructability plans and the actual construction funding efforts, and outlines the responsibilities of the PMSA. In Stipulation B, J. Walker indicated the need to coordinate resetting of the signs with the City of Portsmouth to make sure they will be incorporated in the City's Way-Finding plan. K. Herrick was concerned about the expiration date for funding of the basin construction in Stipulation H. J. Edelman stated that once construction of the Portsmouth Bypass bridge replacement project has been completed, there will not be funding available from FHWA. J. Sikora mentioned that there may be some post-construction funding mechanism available for completing mitigation that could be set up. J. Edelman will set an appropriate time, in consultation with all, for the expiration of the MOA; it could be up to 7 years.

K. Herrick stated that the PMSA Board will need to approve the design for the basin improvements. He believes that the approach will be to retain the integrity of the setting of the Albacore, as well as maintain a sense of the past functions of the Albacore and is concerned with the barriers to the waterfront. K. Herrick believes that the Board should approve the Draft MOA concepts during their next meeting. He was concerned that there may need to be an extension of the temporary lease agreement with the DOT, which expires on April 30th and that the purchase and sale agreement was still in flux. If all parties agree on the Draft MOA, J. Edelman and J. Sikora thought that the agreement should be completed before then.

J. Edelman pointed out that The Friends of Albacore will also be a signatory to the MOA. J. Sikora was unsure at this time if the ACHP would be. K. Herrick stated that The Friends of Albacore contact, Butch (Austin) Jordan, should have sent requested information to DOT. As this was not received, he will forward an electronic version to J. Edelman. J. Edelman requested that any further comments on the Draft MOA be sent to her, for finalization during the February meeting (likely on the 13th).

Submitted by: Sheila Charles and Jill Edelman, Cultural Resources