

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: February 11, 2016

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

<p>NHDOT Sheila Charles Ron Crickard Steve Johnson Marc Laurin Karen Malburne Matt Urban</p>	<p>Anthony Weatherbee</p> <p>Federal Highway Administration Jaime Sikora</p>	<p>NHDHR Laura Black Edna Feighner</p> <p>ACOE David Keddell</p>	<p>CLD Chris Bean Nicole Fox</p> <p>Louis Berger Larry Pesesky</p>
---	---	--	--

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Derry-Londonderry 13065, IM-0931(201).....	1
Alexandria 40244	3

February 11, 2016

Derry-Londonderry 13065, IM-0931(201)

Participants: Chris Bean, Nicole Fox, CLD; Larry Pesesky, Louis Berger; Ron Crickard, Marc Laurin, NHDOT; David Keddell, ACOE

Chris Bean began with an overview of the Exit 4A project and its history. He explained that the project had progressed to a Draft Final EIS (DFEIS) in 2011, but wetland and vernal pool mitigation negotiations had stalled the project. The project has now been resumed with renewed emphasis and a target construction date of 2019. NHDOT has taken administrative charge from the Towns of Derry and Londonderry and the project has been added to the State’s Ten Year Transportation Plan. Following the completion of the EIS process, NHDOT will take the project over. Due to the time elapsed since the publication of the Draft EIS in 2007, a Supplemental Draft EIS (SDEIS) will be needed. Jamie Sikora noted that this will also require a new Public Hearing to be held. The project is in the process of scoping the work needed to complete the SDEIS. Weekly meetings between NHDOT and the consultant team, collectively referred to as the EIS Review Team (EISRT), are being held to discuss the various topics in the EIS. These meetings review the work that has been done, the status of the data in the EIS, and the proposed scope moving forward. Cultural resources were discussed at the January 7, 2016 meeting.

C. Bean stated that the comments received on the Draft FEIS from the cooperating agencies in 2011 have been noted and will be incorporated into the SDEIS. He explained that the comments have been cataloged and a response has been made to each one indicating the approach to be taken to resolve the concern noted. The document with these responses was distributed at the meeting to all attendees.

Larry Pesesky explained the scope for historic resources resulting from the EISRT meeting held on January 7, 2016. The historic resources scope resulting from that meeting is as follows:

- a. Conduct updated NHDHR file search to identify any changes in listed/eligible properties and districts along each of the alternatives and the proposed wetland mitigation site(s). Review studies associated with Woodmont Commons, if any.
- b. Determine if added traffic along any roads will cause indirect Historic property impacts (based on results of traffic study).
- c. Review the neighborhood south of Folsom Road to determine if it is eligible for historic designation.
- d. Review Town Assessor's records to identify properties adjacent the Preferred Alternative that are now 50 years old. Conduct windshield survey of these properties to determine if further assessment of eligibility for National Register is warranted. For cost estimating purposes, assume no additional eligibility assessments will be required. Document methodology and findings in a technical memorandum.

Laura Black discussed a few concerns with this scope. She noted that tax assessor's records can be wildly incorrect and the assessment should be based on a windshield survey of the properties along the Preferred Alternative. C. Bean said he would pass the comment onto Lynne Monroe, the consultant team's historian. L. Black also noted that assuming no additional eligibility assessments for the National Register would leave the consultant team without the ability to conduct an assessment if needed. She suggested the scope include a small number of eligibility assessments for estimating purposes. C. Bean stated he would pass that information along as well. L. Black also expressed concern that the findings would need to be documented in the format that is a part of the NHDHR Survey Policy. She said that there have been issues in the past with technical memorandum formats not including all necessary information. L. Pesesky said that the scope will be amended as requested.

L. Pesesky then explained the scope for archaeological resources, also discussed at the January 7, 2016 EISRT meeting. That scope is as follows:

- a. Conduct updated NHDHR file review for the Preferred Alternative and wetland mitigation sites to identify any new sites or changes in the latest available model-based archaeological sensitivity mapping.
- b. Conduct field visit to proposed wetland mitigation sites. Document methodology and findings in a technical memorandum.
- c. Phase IB study will not be conducted for the SDEIS, but rather will be completed during final design.

Edna Feighner noted that the methodology and findings should be documented in the standard format rather than a technical memorandum. She also stated that references to model-based archaeological sensitivity mapping should be removed because NHDHR does not have that available. L. Pesesky responded that the scope will be revised as she requested.

L. Pesesky noted that the previous versions of the EIS have not included any information about interest in the area by federally-recognized Tribes. E. Feighner noted that coordination with federally-recognized Tribes is a federal concern and would be handled through FHWA on this project. She added that FHWA should send letters to potentially interested federally-recognized Tribes, and the consultant team should send letters to non-federally recognized tribes. She stated there are lists of both federally-recognized and non-federally recognized tribes on the NHDHR website. She noted that the Narragansett Nation has expressed interest in areas this far north previously and that federally-recognized Tribes in Maine are potentially interested in projects within 50 miles of the Maine border.

C. Bean noted the focus of the updating the efforts will be focused on the Preferred Alternative and the other alternatives would only be updated if something was found for Alternative A that jeopardized its Preferred Alternative status. Available database information will be updated throughout the project area, including any proposed mitigation parcels. He explained that the project is seeking to use the Caras Parcel in Derry for wetland and vernal pool mitigation. L. Black asked if the property was raw land or part of a farm. L. Pesesky responded that the team will verify the status of any standing structures on the property. L. Black said that it is important to also know the historic character of properties that surround this parcel as there may be structures on out-parcels that may be part of an intact historic farm.

E. Feighner said that NHDHR told Woodmont Commons they will need to do archaeological surveys. C. Bean said that Woodmont Commons only has an approved PUD at this point and they will need to permit their actual development. The Exit 4A SDEIS will include discussion of any cultural resource impacts associated with Woodmont Commons as indirect or cumulative impacts only.

Alexandria 40244

Participants: Matt Urban, Steve Johnson, Tony Weatherbee, Andy Hall, NHDOT; David Keddell, ACOE

Anthony Weatherbee and Steve Johnson presented the project to the cultural review panel.

Anthony indicated the project proposes to rehabilitate the bridge that carries Fowler River Road over Bog Brook (174/146). The existing structure is a two span concrete slab bridge that has two 13'-0" spans and a 28'-0" deck width. Proposed work consists of replacing the concrete deck, removing the pier, minor widening, and placing riprap.

Laura Black inquired specifically about the widening/new pavement that would be required as a result of the proposed work. Anthony Weatherbee used the plans to point out to Laura where the new pavement would be in relation to the existing pavement. Anthony explained that there will be approximately 150 linear feet of new pavement that progressively tapers back into the roadway. From the widened bridge the first 50 linear feet of new pavement is approximately 6' in width. At 100 linear feet the new pavement will have tapered to approximately 2-3' in width, and then at the 150 linear feet mark the pavement will have tapered down to approximately 1' where it ties back into the existing roadway.

Steve Johnson added that the majority of shoulder re-contouring would only be required within the first 100 linear feet behind the new guardrail. Steve also noted that the only required excavation that would be required would be at the bridges wing wall where the area had been previously

disturbed. Laura indicated that it was difficult to see what where the new pavement was in relation to the existing.

Laura asked if the utility poles would need to be relocated. Anthony pointed out on the plans where the poles would be relocated behind the new guardrail.

Steve asked for clarification from Laura in regards to what the specific concerns were so that the Department could better address them. Laura explained that her primary concern was just trying to understand what was being proposed on the plans, feeling that there needed to be clarification about what was being proposed on the bridge approaches.

Laura also explained that she also felt that the 4 abutting properties had potentially eligible qualities and that she needed to understand our work in relation to those properties. Steve reiterated that he understood those concerns and that the Department was purposefully keeping the impacts as minimal as possible while still addressing our safety needs.

Matt Urban inquired about the possibility of using an aerial image underlay with the proposed plans to aid in the visualization of where the existing and proposed impacts would be. Anthony and Steve indicated that they thought that would be a possibility and that they would look into it further.

Laura requested that the Department reach out to the land owner to let them know about the proposed work and to ask if they have any concerns. She asked that we provide the feedback from the abutter to her after making contact.

Laura also asked about the widening headed to the east from the bridge. Anthony and Steve indicated that there would also be minor widening, however due to the close proximity of the adjacent driveway it would not be as long as the widening to the west.

Steve indicated that we would try and have the plans over to Laura within the next few days.

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

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

New Hampshire Department of Transportation Cultural Resources Agency Coordination Meeting

Date February 11, 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	<u>laura.black@ddcr.nh.gov</u>
	Richard Boisvert	NH Division of Historical Resources	Richard.Boisvert@ddcr.nh.gov
	Sheila Charles	NHDOT - Bureau of Environment	scharles@dot.state.nh.us
<i>VC</i>	Victoria Chase	NHDOT - Highway Design	vchase@dot.state.nh.us
<i>RC</i>	Ronald Crickard	NHDOT - Bureau of Environment	rchrickard@dot.state.nh.us
	Michael Dugas	NHDOT - Highway Design	mdugas@dot.state.nh.us
	Jill Edelmann	NHDOT - Bureau of Environment	<u>jedelmann@dot.state.nh.us</u>
<i>EF</i>	Edna Feighner	NH Division of Historical Resources	Edna.feighner@ddcr.nh.gov
<i>RG</i>	Ron Grandmaison	NHDOT - Highway Design	rgrandmaison@dot.state.nh.us
	Bob Landry	NHDOT - Bridge Design	<u>rlandry@dot.state.nh.us</u>
<i>ML</i>	Marc Laurin	NHDOT - Bureau of Environment	<u>mlaurin@dot.state.nh.us</u>
	Leigh Levine	Federal Highway Administration	Leigh.Levine@dot.gov
	Stephen Liakos	NHDOT - Community Planning	scliakos@dot.state.nh.us
	Don Lyford	NHDOT - Highway Design	dlyford@dot.state.nh.us
	Beth Muzzey	NH Division of Historical Resources	elizabeth.muzzey@ddcr.nh.gov
	Kevin Nyhan	NHDOT - Bureau of Environment	kryhan@dot.state.nh.us
<i>JS</i>	Jamie Sikora	Federal Highway Administration	<u>jamie.sikora@fhwa.dot.gov</u>
	Pete Stannas	NHDOT - Highway Design	pstannas@dot.state.nh.us
	Cindy Vigue	Federal Highway Administration	Cindy.Vigue@dot.gov
	CR Willeke	NHDOT - Planning	<u>cwilleke@dot.state.nh.us</u>

FAHBO MARGARET *NHDOT - BOE*

NY *Nicole Fox* *CLD* *NicoleF@cdenginers.com*
LF *Larry Resesky* *Louis Berger* *lresesky@louisberger.com*
CB *Chris Bean* *CLD* *Chris@cdenginers.com*

Please fill in all of the requested information.

February 11, 2016

DMK

Name	Agency	Phone #	Email Address
David Keddell	Comps	978-318-8692	david.m.keddell@usace.army.mil
MATT URBAN	BDE		Murban@det.state.nh.us
Anthony Weatherbe	BOB DOT		Aweatherbe@det.state.nh.us
Steve Johnson	BOJ		SJohnson@det.state.nh.us