BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: March 8, 2012
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Charles Blackman
Keith Cota
Dean Eastman
Jill Edelmann
Jon Hebert
Bob Landry
Marc Laurin
Steve Liakos
Kirk Mudgett
Kevin Nyhan
Christine Perron
Peter Salo
Leah Savage

Federal Highway Administration
Jamie Sikora

NHDHR
Laura Black
Edna Feighner
Peter Michaud*

Albacore Park
Ken Herrick

Town of Amherst
Bruce Berry

AWC
Steve DelGrosso*
Brent Mawdsley*

HNTB
Jim Fisher*
Kevin Houghton*
Ted Zoli*

Hoyle Tanner
Sean James
Jason Lodge

IAC
Jake Tumelaire

MaineSHPO
Kirk Mohney*

McFarland-Johnson
Darren Benoit
Jed Merrow
Jeff Santacruce
Jennifer Zorn

National Trust for Historic Preservation
Betsy Merritt*

Portsmouth Historical Society
Richard Candee*

Quantum CC
Jennifer Reczek

VHB
Greg Bakos
Peter Clary
Carol Weed*

*Participated via telephone conference.
(When viewing these minutes online, click on an attendee to send an e-mail)

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March 8, 2012

Salem, 20229 (no federal number)
Participants: Jason Lodge, Hoyle Tanner; Steve Liakos, NHDOT

The following items were discussed for the replacement of the Bluff Street bridge (094/119) over Hittytitty brook in Salem, NH:

- The existing stream crossing is comprised of a corrugated metal pipe with a 11'-5" span and a 7'-3" rise. The bridge was built in 1965. There is substandard bridge rail and approach guardrail at this site. Bluff Street is an urban collector road that is currently open to traffic. Preliminary plans have not been developed; however, the project is expected to include approximately 600 feet of roadway improvements and complete replacement of the existing bridge. It is expected that the roadway profile will be raised less than 1' at the bridge which will require fill beyond the disturbed limits of the roadway.
- L. Black indicated that an Individual Inventory Form is required for the McKew residence (101 Bluff Street).
- L. Black indicated that if the current slope lines end up being the final slope lines in the northwest and northeast quadrants (or if there are any impacts outside the existing right-of-way in these quadrants) then we will need to follow up with the committee in order for the committee to evaluate if an Individual Inventory Form would be required for that lot.
- L. Black indicated that we need to follow the NHDOT Stone Wall Policy for any affects to the stone wall in the northwest and northeast quadrants.
- The committee indicated that they would follow up with Hoyle Tanner regarding archaeological requirements.

Follow up: The RPR form was reviewed by the NHDHR archaeologist on March 20, 2012 and found no archaeological issues with the project as proposed.

Richmond, 21190 (no federal number)
Participants: Jennifer Reczek, Quantum Construction Consultants; Steve Liakos, NHDOT

The existing bridge is a single-lane steel girder bridge on concrete abutments. The existing 17-foot span is a constriction in Tully Brook and does not allow the brook to flow freely. The steel girders on the bridge, built in 1930, are deteriorated and in need of replacement. The wooden deck was replaced in 2009. Fay Martin Road is a dead end road that services a religious center and residences.

Fay Martin Road will be realigned to the north of the existing roadway to allow for the construction of the new bridge. The existing bridge will be left in place during construction to allow for access to the properties on the east side of Tully Brook. After construction of the new bridge is complete, the existing bridge deck and abutments need to be removed to widen the brook and allow Tully Brook to flow freely. The banks will be regraded at a 2:1 slope and keyed stone will be installed.

The proposed bridge will be a precast concrete structure with concrete abutments on spread footings. It is anticipated that a 24-foot precast concrete rigid frame will be used, however the

Town is also considering the use of a precast concrete arch. It is also possible that a longer span concrete voided slab may be used if required during environmental permitting.

Inquiry was made regarding any buildings located on the two properties to the north of the existing bridge where the new roadway alignment will be. QCC responded that there are no buildings visible from the bridge or the roadways surrounding the bridge. The area is very rural, largely forested and the lots are serviced by long driveways. It was requested that QCC submit information about any buildings on the two properties where the new road will be located so that it could be determined if historic resources are located with the project area and if the realignment would impact any historic resources beyond the bridge itself.

NHDHR requested that an Individual Inventory Form be completed for the bridge because it is more than 50 years old. The review for archaeological significance has not yet been completed by NHDHR, but QCC will be contacted with the results.

QCC will hire a consultant to review the history of the structure and complete the required Individual Inventory Form. Additionally, QCC will provide the requested information pertaining to the two lots to the north of the bridge. Once the required historical work has been completed, QCC will follow up with the Cultural Resource Committee.

Follow up information: As requested, QCC checked with the Town regarding any buildings located on the two properties to the north of the bridge. Lot 412-02 is a 1.8 acre vacant lot between Tully Brook Road and Tully Brook. Lot 412-03 is a 22 acre lot with a home built in 1989. The home is located in the woods approximately 550 feet from the bridge.

The RPR form was reviewed by the NHDHR archaeologist on March 20, 2012 and asked that an archaeological survey be completed if work goes outside of the existing right-of-way or any previously disturbed areas.

Carroll, X-A002(196), 21431
Participants: Dean Eastman, Jon Hebert, Christine Perron, NHDOT

Jon Hebert provided an overview of the project. The project consists of the reconstruction and expansion of the existing Mount Washington Hotel Scenic Overlook on the westbound side of US Route 302, as well as the construction of a new scenic overlook on the eastbound side of US Route 302 opposite from the existing overlook. The project was proposed (under a different project number) at one time in the past but was dropped due to funding issues. The project now has funding through the Scenic Byways Program. The new overlook will have parking for 10-13 cars plus buses. The existing overlook, which is currently too small and too challenging for bus traffic, will be expanded and traffic flow will be better defined. One of the primary reasons for this project is to improve traffic flow and safety.

The new scenic overlook is on the opposite side of US 302 from the Mount Washington Hotel, which is a National Historic Landmark. The hotel and all of the Bretton Woods resort (golf, ski area, lodge) is owned by the same private corporation. The new overlook will be located on a parcel of land that is currently owned by this corporation. The corporation is deeding this parcel

to the Department as part of the 20% match required by the Scenic Byways program. The parcel is 1.08 acres of the 5.46 acre property on which the Lodge at Bretton Woods is located. The Mountain Division Railroad line, used by the Conway Scenic Railroad, is located on the south side of the parcel. The project will not impact the railroad tracks but will result in some impact within the railroad right-of-way.

Laura Black asked if the railroad is an eligible resource. Eligibility and /or boundary, contributing and non-contributing elements still needs to be clarified. Jamie Sikora commented that, if the railroad is eligible, the 4(f) finding would likely be *de minimis.*

Christine Perron said that some research into the hotel as a National Historic Landmark has been completed and two different National Register of Historic Places nomination forms were found online, one from 1978 and another from 1985. Jill Edelmann thought that the later form was used for the NHL nomination. The maps included with these forms do not clearly define a boundary, although the later form does state that 688 acres relate to the hotel's historic functions. That map clearly shows that the boundary of the 688 acres is entirely on the north side of US Route 302, while the proposed overlook is on the south side. L. Black stated that the National Historic Landmark boundary would need to be confirmed through further coordination with DHR. J. Edelmann agreed to coordinate with Peter from DHR.

L. Black asked if the scenic byway could be considered an eligible resource, and how the National Scenic Byway plays into Section 106 review. J. Sikora said that he would look into the relationship between the Scenic Byway program/resources and Section 106. This section of US Route 302 is part of the White Mountain Trail National Scenic Byway, which was designated in 1998.

The potential for archaeological concerns needs to be determined. It was noted that there were no archaeological concerns when the project was originally reviewed ten years ago. Edna Feighner will review the project's RPR form and respond with comments on archaeology.

Follow up: The RPR form was reviewed by the NHDHR archaeologist on March 20, 2012 and asked that an archaeological assessment be completed.

Wentworth-Rumney, X-A001(194), 16221
Participants: Kirk Mudgett, Christine Perron, Leah Savage, NHDOT

Kirk Mudgett provided an overview of the project. The project is located on NH Routes 25 & 118 beginning just west of East Side Road in Wentworth and continuing east 4 miles to 2,500 feet east of NH Route 118 in Rumney. Work will include reclaiming the pavement, guardrail replacement, minor ledge work on existing ledge cuts, replacement of underdrain and catch basins, and minor drainage repairs. A short run of guardrail located on the south side of Route 25 in Wentworth will be removed and fill will be placed to create a 4:1 slope.

The project also proposes to reconfigure the East Side Road intersection from its existing skewed alignment to a "T" alignment. This road has a high volume of truck traffic and trucks have a difficult time turning west onto Route 25. The Board of Selectman asked the Department to

address the intersection as part of the subject project. The parcel of land where East Side Drive would be moved is owned by the town and is across from the old Wentworth Town Hall. A house was once on the property but was removed by the house's owner between 2002 and 2004. It's not known if the foundation of the house is still present. Christine Perron added that a District Area form was completed several years ago for the Village of Wentworth and the Historic District boundary extends just east of East Side Road. The house that was removed was once a grain store and was considered a contributing element to the district. Upon further review of the District Area Form, Laura Black noted that the form was done in 2002 and that town hall on East Side Road is individually eligible for the National Register. Historic archaeology would likely be a concern in the location of the former grain store. A railroad depot is located just north of the former grain store. This structure was moved to this location by the town and is used as a historical museum. The project is not located adjacent to the rail line.

Additional locations within the project area were discussed. K. Mudgett stated that a catch basin that needs to be rehabilitated is located approximately 22 feet from the Pleasant View Cemetery. Repairs will likely consist of replacing the bricks and liner around the grate, as well as replacing the pipe leading to the basin. L. Black said that the location would need to be discussed with the Archaeologist since all ground-disturbing activities within 25 feet of a cemetery must be reviewed.

Locations where guardrail would be extended or drainage would require an easement will be documented with photographs and provided to DHR at a future meeting.

L. Black commented that the project definitely has some type of effect on the Historic District but further review of the District Area Form would be necessary to determine character-defining features and the extent to which changing the alignment of East Side Road would effect the District or any other historic resources identified in the project area. L. Black suggested the project team look at the Historic District Area Form to determine if any survey information needs to be clarified for the purposes of this project. Additional information would need to be reviewed at a future meeting.

The project still needs to be reviewed for potential archaeological concerns. L. Black noted that the East Side Road realignment and the work near the cemetery are definite areas of concern.

Jamie Sikora indicated that, in general, the project did not seem to be a concern from a 4(f) perspective.

Follow up: The RPR form was reviewed by the NHDHR archaeologist on March 20, 2012 and noted that monitoring will need to occur if project impacts are within 25' of the cemetery. It was also asked that phased archaeological testing occur at the "Old Grain Store" location.

Portsmouth-Kittery, 13678F
Participants: Keith Cota, Jill Edelmann, Bob Landry, Kevin Nyhan, NHDOT; Laura Black, Peter Michaud, NHDHR; Jamie Sikora, FHWA; Kirk Mohney, Maine SHPO; Steve DelGrosso, AWC; Jim Fisher, Kevin Houghton (?), Brent Mawdsley, Ted Zoli, HNTB; Jennifer Zorn, McFarlnad-Johnson; Consulting Parties: Richard Candee, Portsmouth

Historical Society; Ken Herrick, Albacore Park; Betsy Merritt, National Trust for Historic Preservation

The purpose of this meeting was to discuss the MOA stipulation in regards to the conservation and placement of the historic bronze plaques on new bridge. Kevin Nyhan had provided all participants a plan of the bridge with the location and pictures of each of the plaques for this discussion. It was agreed by all that the linear resources of the WWI memorial should be kept in place. This included the two parks, Memorial on the Portsmouth side and John Paul Jones on the Kittery side, connected by the bridge.

A discussion on the placement of the large portal plaque on the NH side ensued, as Ted Zoli spoke of the issues retrofitting the existing plaque to the new portal. The plaque was constructed in four separate pieces, the eagle, the two round state plaques, the rectangular plaque memorializing WWI, and the bottom decorative piece that connected the plaque to the bridge. The plaque was designed to 'hide' the mechanics and sway bracing of the bridge when you approach it. Because all the mechanics have been hidden from view, the plaque will sit much higher on the new bridge, as opposed to blending in with its construction. Kirk Mohoney would like to see more renderings of what the plaque would look like on the bridge, and believes that the MOA should be followed and the plaque placed on the bridge. Peter Michaud is concerned with "retrofitting" the portal plaque as it may do more harm to the plaque, and is not opposed to seeking alternative placements for the plaque. The plaque was designed to be one complete memorial, and breaking the pieces up to show separately would not be historically sensitive to its original design.

The remaining smaller plaques could be placed in the belvedere's if constructed, however the funding has not been secured for that yet. There was discussion about the possibility of not placing the Waddell plaque back on the bridge as it will no longer be a Waddell bridge. It was agreed that more research would need to be done on the placement of the remaining plaques.

Jennifer Zorn noted that the Public Outreach Advisory Committee (POAC) was meeting in one week, and planned on discussing possible placement of the plaques. Because the POAC is made up of representatives from both Portsmouth and Kittery, it was agreed that their input would be a highly considered element regarding placement of the plaques. T. Zoli will provide sketch's of possible locations for the plaques to be used for this meeting.

It was asked if anyone had reached out to Veteran's groups in the area. Keith Cota and Jennifer Zorn noted that they will start coordination with Veteran's organizations, including American Legion and Veterns of Foreign Wars. T. Zoli suggested approaching the Veteran's groups with the possibility of memorializing the new bridge to all veterans, however keeping the linear district dedicated to just the WWI veterans. K. Cota noted that changes to memorials need legislative action; however it is worth discussing with the local Veteran groups.

Newington-Dover, NHS-0271(037), 11238M
Participants: Pete Clary, VHB; Jake Tumelaire, IAC; Charlie Blackman, Marc Laurin, Peter Salo, NHDOT

Pete Clary gave a brief description of the impacts within the undeveloped Pease Tradeport land in Newington associated with the new Exit 3 interchange. The construction contract for Newington is anticipated to advertise at the end of May 2012. Jake Tumelaire from Independent Archaeological Consulting handed out a figure summarizing the Phase 1B field work that IAC conducted. Two (2) pre-contact archaeological sites were identified within the project area. Pickering Brook 1 is outside the roadway impacts, but within 10 feet of a gas line relocation. Pickering Brook 2 consists of two separate Loci and will be directly impacted. IAC recommends a Phase 2 investigation consisting of a total of six (6) 1 X 1 meter unit as follows: one (1) unit in Pickering Brook 1, and; at Pickering Brook 2 one (1) unit at Locus 1 in the utility pole relocation area, and four (4) units in Locus 2.

E. Feigner agreed with the Phase 2 investigation and asked that if there were any anchors that would be placed with the utility pole to please conduct a standard shovel test pit at those locations. Due to concerns with groundwater, J. Tumelaire will be checking the sites locations regularly and will do the archaeology as soon as conditions are appropriate.

Newington-Dover, NHS-0271(037), 11238
Participants: Pete Clary, VHB; Charlie Blackman, Marc Laurin, Peter Salo, NHDOT

Charlie Blackman gave a brief summary of the impacts to the Portsmouth Water Booster Station property. At the time of the development of the MOA, a 50 foot Public Service of NH (PSNH) easement was depicted and there would have been forested land available between the new easement and the property. Subsequent consultation with PSNH determined that a 100 foot easement would be required. Formalization of a tree buffer is therefore not possible as the PSNH easement will extend to the Water Booster Station's new property line. Tree removal in this area will be necessary in order to relocate the power lines. The Department met with the City of Portsmouth to inquire if landscaping and/or a tree buffer could be provided within the Portsmouth Water Booster Station property itself. The City has stated that due to security reasons they would not be willing to accommodate any landscaping on their property; as such no landscaping will be provided. He described the new access into the property that will be provided solely from Arboretum Drive.

Peter Clary mentioned that in the vicinity of the Water Booster Station the Spaulding Turnpike will be depressed about 15 feet and should provide some visual relief for the property. Laura Black reviewed the MOA language and the Determination of Eligibility documentation. She noted that part of the eligibility for the property was its relationship to Pease AFB and the Turnpike. Edna Feighner questioned whether there was a need to revise the MOA. Jamison Sikora feels that as long as there is consensus among DHR, FHWA and DOT these changes in the impacts and mitigation to the property could be handled by documentation, but it may also be appropriate to revise the MOA. L. Black asked for a memo documenting these changes be sent to DHR and will respond on whether DHR feels these changes need to be pursued as an update or as an amendment to the MOA. (Marc Laurin provided this memo to DHR on March 20th).

Goffstown, X-A001(095), 16029
Participants: Greg Bakos and Carol Weed (via telephone), VHB; Dean Eastman, NHDOT

Greg Bakos presented color plans and profiles of the proposed improvements and gave an overview of the proposed work within this project. The project primarily addresses two crossings of Mast Road (Route 114), Henry Bridge Road and the gap formed by the missing railroad trestle over former Henry Bridge Road. The two locations where work will occur represent small segments within the overall 5.6 mile Goffstown Rail Trail. Other segments of the trail are being improved over time using Federal RTP grants, donations and local volunteers. The Town owns the former railroad right-of-way and the rail, ties and ballast have long been removed. The work under this project is largely funded through a Transportation Enhancements grant, thus invoking NEPA and Section 106.

The proposed construction involves adding a hard pack granular surface to the existing rail bed within the project limits. It also involves new alignment to create 90 degree crossings of Mast Road at designated locations. The gap over former Henry Bridge Road will be filled in as opposed to constructing a new trail bridge, primarily due to initial costs and long term maintenance concerns. The bridge approaches will be lowered a few feet to lessen the amount of fill as well as the resulting slope limits. Minor right-of-way impacts are expected to accommodate the proposed grading and alignment shifts. There are no natural resource impacts anticipated.

Before discussing specific cultural resource impacts Laura Black asked whether the entire railroad corridor has been assessed for National Register eligibility. J. Edelmann noted that it was unknown if the entire Goffstown branch has been recorded. Neighboring projects in Manchester have determined that the line is ineligible for the State or National Register of historic places due to its improvements over the years that have resulted in loss of structures and setting. Greg Bakos explained that sections of this rail line have been altered within neighboring Manchester (paved as a 10’ wide rail trail, etc.). Furthermore, sections of the corridor in Goffstown have been improved by the Town using federal RTP funds and recordation was not previously asked for.

VHB was instructed to coordinate with NHDHR to find out what has previously been surveyed along the line, and what documentation would be needed to determine the eligibility of the line in Goffstown if that has not already been done.

The only other area of concern is the stone wall that appeared in photos near the former Henry Bridge Road. Carol Weed explained that the wall may have been constructed by the adjacent land owner in years past to limit the railroad fill slope (and thereby expand their back yard). NHDHR requested a walkover assessment to confirm archaeological sensitivity since VHB’s trail grading extends very close to that wall. G. Bakos explained that the grading could be modified if necessary to avoid any impact.

G. Bakos also explained that the project is expected to qualify as a programmatic Categorical Exclusion (CE) under NEPA and that we have received supporting documentation from all of the other resource agencies.

Amherst, 20231 (no federal number)
Participants: Sean James, Hoyle Tanner; Bruce Berry, Town of Amherst

Sean James from Hoyle, Tanner presented the project with Amherst Public Works Director Bruce Berry also in attendance. The proposed project includes the replacement of a 3-span metal pipe culvert (NHDOT Bridge No. 060/158) constructed in 1992 that carries Horace Greeley Road over Pulpit Brook. The existing roadway alignment will remain essentially the same with the profile raised approximately 0.7 feet to meet regulatory hydraulic requirements. Temporary easements will be required for the project as the existing culverts extend beyond the Town's right-of-way. A scoping report for potential Section 106 issues, prepared by Historic Documentation Company, Inc, was also discussed.

There was discussion regarding the effect (if any) on the view shed from abutting properties. It was agreed that the view from the southwest abutter was blocked by trees. The birthplace of Horace Greeley is located approximately 1200 feet from the bridge in the northeast quadrant. There was a question as to whether the property was listed on the National Register of Historic Places (it was later determined to not be listed). It was agreed that there was no effect to the view from this property and therefore the Effect Memo could be completed with a 'no historic properties affected' determination.

Amherst, 20242 (no federal number)
Participants: Sean James, Hoyle Tanner; Bruce Berry, Town of Amherst

Sean James from Hoyle, Tanner presented the project with Amherst Public Works Director Bruce Berry also in attendance. The proposed project includes replacement of a 3-span metal pipe culvert (NHDOT Bridge No. 134/100) constructed in 1980 that carries Manchester Road over Beaver Brook. The culvert is located adjacent to the intersection of Manchester Road and Mack Hill Road and there has been flooding of adjacent properties, but no roadway overtopping, during recent major flood events. The proposed project includes the possible addition of a sidewalk on the downstream side of the bridge and minor alignment changes; however no changes in the roadway profile are proposed. A scoping report for potential Section 106 issues, prepared by Historic Documentation Company, Inc, was also discussed.

The existing culvert is located in a National Register listed historic district; however the bridge is not a contributing element. A single span and 3-span option for the bridge are being studied and input was requested from the Committee on these options as the previous bridge at the site was also a three span structure. L. Black noted that the replacement bridge needs to be sympathetic to the surrounding area and the features in the district; however it is not necessary the replacement structure be a 3-span structure. E. Feighner added that there were no archaeological concerns. The project will be presented to the Amherst Historic District Commission in the near future to receive their input and the project will be presented again to this Committee once the design concepts are more fully developed.

Loudon, 16188 (no federal number)
Participants: Darren Benoit, Jed Merrow, Jeff Santcruce, McFarland-Johnson; Marc Laurin, NHDOT

Jed Merrow briefly reviewed the overall scope of the project. A recent study indicated that traffic volumes are lower than previously projected, and the 5-lane "Ultimate" build out recommended in the 1995 EA is not warranted within the design year horizon. Therefore the Department is proposing a revised typical section that widens NH Route 106 to provide a 3-lane cross section. This cross section includes one 12-foot general purpose lane in each direction and a 16-foot center turn lane/passing lane.

J. Merrow indicated that the 1995 EA's archeological and historical resource studies were reviewed, and the historical resource study was updated by Preservation Co. The results indicated that there are four NR-eligible properties within the project limits: Bartlett Farm and Jones House on Josiah Barlett Road, Wales Bridge, and Brown Farm north of Chichester Road.

J. Merrow showed the boundary of the NR-eligible sites and indicated that there would be some slope work outside the limits of the existing ROW on the Bartlett Farm property on the west side of NH Route 106 and a proposed treatment area outside the limits of the existing ROW on the east side.

Laura Black indicated that they would need to see a more detailed representation of the physical and visual impacts of the treatment area before determining effects (e.g., will it fit in with the landscape). She indicated that the further you stray from "natural" the closer you are to an adverse affect. She would also like to see some feedback from the property owner on the proposed impacts to the property.

J. Merrow showed the boundary lines of the NR-eligible portion of the Jones House property and identified the limits of the proposed work, which do not directly impact the NR-eligible property. D. Benoit indicated that a traffic signal is proposed at the intersection of Josiah Bartlett Road and NH Route 106. It was agreed that there was no direct impact to the property. L. Black asked if the queue that would back up along the road would stretch back in front of the house. J. Edelmann indicated that she traverses this area quite often and sees very low traffic volumes on Josiah Bartlett Road and does not believe that queuing would be an issue. L. Black would like to see further information on the vehicle queues to confirm.

J. Merrow showed the location of Wales Bridge on Wales Bridge Road and identified the limits of the proposed project, which would not directly affect the bridge. It was agreed that there would be no direct impact to this NR-eligible property as a result of the project.

J. Merrow showed the boundary lines of the Brown Farm including a portion of the property that was subdivided in 1994. Since the proposed project limit of work remains within the existing ROW limits it was agreed that there would be no impact to the property as a result of the project. Viewsheds to roadwork and intersection signalization will be blocked by trees.

Subsequent conversations with Lynne Monroe of Preservation Company clarified that the current NR eligible property is the smaller, 17.32 acre property.

J. Merrow moved on to the archeological areas indicating that the original project identified two areas of archeological sensitivity within the current project limits. The first was the Parker Farm, which is located outside of the project's impact area, and the other is the Lovering Mill site. J.

Merrow explained that the proposed project alignment was shifted so that all of the roadway widening in this area would be to the east while maintaining the western edge of pavement. In the area of the mill site, the project would result in some fill along the existing road embankment. E. Feighner indicated that she did not believe there would be an impact to archeologically sensitive portions of this site.

J. Merrow presented a map from the 1995 EA with annotations from the current project that showed the archeologically sensitive areas as determined in the 1995 EA. A review of this map in conjunction with the current project footprint indicated that some of the proposed treatment areas are outside the original project footprint in sensitive areas, as follows:

Barltett Farm – East side of NH Route 106 down slope from NH Route 106 on a small plateau above the Soucook River. E. Feighner indicated that she agreed this is a sensitive area.

Cascade Campground – East side of NH Route 106 north of Cascade Campground on a hill overlooking the Soucook River.

North of Hemlock Hill Road – West side of NH Route 106 up slope from an existing unnamed pond.

South of NH Route 129 intersection – West side of NH Route 106 just south of NH Route 129 within the grass area adjacent to wetlands.

Sheep Rock Road – West side of NH Route 106 just south of Sheep Rock Road in a low forested area.

Near northern project limits – East side of NH Route 106 north of the track. This site is an existing forested plateau area surrounded by wetland on three sides.

J. Merrow reminded the attendees that this project was only in the study phase and that additional study could be undertaken as the project moves forward. E. Feighner indicated that at a minimum all of the areas noted should undergo a Phase IB shovel test evaluation. In addition, E. Feighner requested a copy of the archeologically sensitive map that was presented for further review.

****Memos/MOA's**: **Amherst, X-A001(264), 10136C**
Campton, X-A000(090), 12407
Merrimack, X-A001(265), 10136D
Nashua, X-A000(372), 14432
Rindge, X-A001(190), 16210

Submitted by: Jill Edelmann, Cultural Resources