

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: May 1 & May 8, 2014

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT Phil Brogan Jon Butler Sheila Charles Ronald Crickard Jillian Edelmann Cathy Goodmen Ron Kleiner Marc Laurin Don Lyford Christine Perron Bill Saffian David Scott	Jamie Sikora NHDHR Laura Black Edna Feighner Albacore Park Ken Herrick City of Portsmouth Tom Richter City of Somersworth Dave Sharples	CMA Engineers Phil Corbett Dan Hudson Friends of Albacore Jack Hunter Austin Jordan GM2 Associates Tom Levins Historic Document Co. Rich Casella	Independent Archaeological Consulting Ellen Marlatt Preservation Co. Lynne Monroe Smart Associates Jenn Riordan VHB Greg Bakos Nicole Benjamin-Ma Ma
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Federal Highway Administration

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

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May 1, 2014

Conway, 15864, X-A001(161)

Participants: Christine Perron, Bill Saffian, David Scott

The project was previously reviewed on January 10, 2013. Bill Saffian provided an update on the project. The project proposes to replace Bridge 158/137, which carries US Route 302 over Conway Lake Outlet. The bridge, constructed in 1955, is a 3-span concrete T-beam with angled steel rail. The bridge is 33' wide. 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 Department is proposing a single span bridge located approximately 20 feet to the north of the existing bridge. The proposed bridge would be 43' wide. Construction would be completed in three phases. A drainage swale for treatment of storm water runoff is proposed to the west of the bridge on the north side of the road. The outlet of the swale would be adjacent to the former bridge abutment.

Edna Feighner asked if the drainage swale would be located in a previously disturbed area. B. Saffian said that it would be located in the area of the former roadway alignment.

Christine Perron pointed out two houses located at the east end of the project that were constructed in 1900 and 1880. The project will not impact either of these properties. B. Saffian added that the only impacts outside existing right-of-way would be on one property in the northeast quadrant of the bridge. This property has a modern house on it. There will also be minor impacts to the farm road that accesses a field in the northwest quadrant. The Department has coordinated with the landowners of both properties, and both are amenable to the proposed impacts.

Laura Black asked if the farm road would remain in place following construction. B. Saffian confirmed that it would.

C. Perron noted that an inventory form was completed for the bridge and it was determined that the bridge is not eligible for the National Register. Jill Edelman commented that a Phase IB archaeological survey was also completed for the project area and recommended no further review.

E. Feighner asked if there would be any work in undisturbed areas to the south of the bridge. B. Saffian replied that all work on the south side of the bridge would be in roadway fill.

No additional concerns were raised about the project as proposed. L. Black commented that the project would result in No Historic Properties Affected.

Haverhill, 16238, X-A001(204)

Participants: Jennifer Riordan, The Smart Associates; Tom Levins, GM2; Richard Casella, Historic Document Company; Cathy Goodmen, Ron Kliener, NHDOT

Tom Levins, GM2 Associates, provided an overview of the project, which involves the replacement of the existing wood trestle Mill Street bridge over the Ammonoosuc Rail Trail in the village of Woodstock, in the town of Haverhill. The existing bridge was constructed around 1940. The project originally proposed to remove the bridge, but the Town asked that the bridge be replaced. It provides an emergency evacuation route for children at an adjacent school as well as being regularly used by local law enforcement. The residents also use it because of traffic safety issues at the Mill Street/US Route 302 intersection. The bridge is currently State owned, but the Town has agreed to take ownership of the new bridge. Part of the agreement is that the new bridge be built to accommodate railroad use in the future. The bridge will be closed during construction. There are several utilities in the project area, but they won't be impacted by the project. All work

will occur within the existing NHDOT right-of-way. An RPR form was submitted and the response on January 25, 2013 from DHR indicated that no archaeological issues are anticipated, but historic resources are a concern and an Individual Inventory form was requested for the bridge.

Edna Feighner stated that the no impact response to the RPR form regarding archaeological resources assumed bridge removal only. She asked if any excavation is proposed for the bridge replacement. Tom Levins replied that the new bridge structure will involve fill to bring the area up to the grade of the existing roadway. Cathy Goodmen clarified that the new bridge will be similar to a large box culvert structure with fill.

Laura Black stated that some of the concerns expressed in the RPR response are no longer an issue since the highway transportation link won't be removed. She asked about the properties that are present in the four quadrants of the bridge. Rich Casella (Historic Documentation Company) gave an overview. The properties include:

- A school is located approximately 500 feet south of the bridge. This school was built in 1962.
- The nearest house to the northwest of the bridge (tax map parcel 103-106) is dated to around 1950 according to the Haverhill tax record. This house has been altered (vinyl siding).
- The nearest house to the southwest of the bridge (tax map parcel 103-133) is a narrow manufactured home built around 1965.
- The northeast bridge quadrant consists of undeveloped forested land.

The residential properties located northwest and southwest of the bridge are not potentially National Register eligible, individually or as historic districts.

Laura stated that two questions remain: Whether the existing bridge contributed to the White Mountain Railroad historic resource and whether the existing bridge contributed to the larger Woodsville historic district. The White Mountain Railroad was determined eligible for listing in the National Register in 1996. Although the form for the Railroad makes note of contributing bridges that carried the railroad, it does not call out bridges built by or for the railroad to carry roads over the rail line. It can be assumed, however that these bridges would contribute as well.

Laura said that although the neighborhood near the bridge is not a historic district, it needs to be determined whether the area contributes to a larger Woodsville historic district. There is potential for the project to have different types of adverse effects relating to the individual bridge, the railroad, and the Woodsville historic district. These effects would require different mitigation.

Sheila Charles said that, based on a site visit, the railroad seemed to be the main resource and the bridge is located in a wooded area that is isolated from the neighborhood and the town.

Laura requested that a technical memo/letter be prepared to provide additional information on why the bridge doesn't fit into the historic significance of the Woodsville historic district. DHR doesn't have a specific format or template, but the information to provide back-up for this determination is needed. The state and federal agencies need documentation supporting all decisions to satisfy Section 106 requirements. Laura mentioned that it is DHR's policy to review studies that are more than 10 years old.

Rich Casella mentioned that it would be a good idea to start thinking about and discussing project alternatives. He asked if both alternatives and mitigation could be discussed at one meeting. Jill Edelman said this could be done as long as enough time was scheduled.

Somersworth, 16049, X-A001(109)

Participants: Greg Bakos, Nicole Benjamin-Ma, VHB; Dave Sharples, City of Somersworth; Lynne Monroe, Preservation Company

Initial consultation on the Somersworth Downtown Streetscape Improvement Project, involving High Street, Main Street, Market Street and Station Street.

Greg Bakos presented a colored plan of the proposed improvements and gave an overview of the proposed work within this project.

- Greg explained the unique nature of the project in that it is coming on the heels of a City funded infrastructure project within the same limits of work. The City project includes above and underground utility improvements in this area, and while the road was being disturbed for these infrastructure improvements it was decided that the roadway would be reconstructed and the curbing layout would be improved to address pedestrian access needs. Plans include improved roadway grading and crosswalks and changing the Main Street and High Street intersection configuration and by making one block of Main Street one-way to High Street.
- The streetscape project will be constructed under an enhancements grant, and therefore NEPA was triggered. The proposed project is focused on the beautification of the ground improvements, including sidewalk upgrades, trees, and small-scale landscaping. The largest component is a pedestrian plaza at the north end, which will contain granite planters for trees replacing those previously removed for utility work.
- Nicole Benjamin-Ma (VHB) provided a short synopsis of local historic resources, including the eligible Somersworth Commercial-Industrial Historic District, also a local district; the local Hilltop Historic District; and two individually-listed resources within the APE.
- Laura Black asked whether street lighting was a part of these improvements, as the streetlights shown in photographs appear to be old and a characteristic of the district. Greg explained that the previous streetlights were removed during the earlier infrastructure project, and are being replaced by utility poles to support overhead electric and communications lines, and by ornamental street lights for roadway lighting. Dave Sharples added that PS&H actually owned the poles and handled their replacement. The city originally believed that it had jurisdiction over the poles, and the local historical commission was interested in the poles as well. During their inquiry, it was found that the poles were under PS&H jurisdiction, which preferred their removal. The city salvaged one of the older poles during the process and has placed it into storage.

- Laura Black mentioned that the project is difficult administratively, as there was no review for the earlier portions and the current proposed project builds upon this earlier un-reviewed municipal project. Combination projects are difficult to assess once underway.
- Laura Black and Edna Feighner discussed the eligible Somersworth Commercial-Industrial Historic District, which was last evaluated in the 1980s. It may be time to rethink the boundaries and the contributing buildings, as well as the possible contribution of the mid-20th century redevelopment area. Edna noted that even when a state-level historic review is not necessary, it is helpful for the City to keep the historic characteristics of the district (or possible extended district) in mind to maintain the visual elements of the area. She noted that other TE projects have discovered archaeological resources under sidewalks.
- Laura Black noted that the current project is fairly small in scale and the reevaluation of the historic district (and the unevaluated local Hilltop Historic District) may be able to be tabled for now. She offered the technical assistance and experience of DHR for any future discussions and projects. Laura mentioned that the scale of the plans included in the RPR made individual project components somewhat difficult to discern. She asked about the character-defining infrastructure such as sidewalks and curbing, and Greg Bakos confirmed that concrete sidewalks and granite curbing is proposed to be replaced in kind. Similarly, granite planter components were salvaged from the former raised planters on Market Street and the TE project will reuse them in the proposed plaza area for new raised planters, with the incorporation of seat walls. Dave Sharples noted that the former granite planter components were installed in the 1980s and their smooth surfaces and sharp cuts indicate that they were likely not reused from previous construction.
- Laura Black and Jillian Edelmann agreed that a write-up summarizing the specific project details and their impacts (or non-impacts) on the historic character of the area should be the next step. A similar approach was used by the same parties for the replacement of the nearby Somersworth-Berwick Bridge in 2012, with the write-up attached to the Cultural Resources Effect Memo. This approach served to both answer questions about the effects to the historic district raised during the interagency coordination meeting, and kept the answers in an easily-documented format. This format would also allow any design elements that may be improved upon in order to be more sympathetic to the historic district to be addressed internally before submission to the agencies.
- The write-up is to include how the proposed streetscape improvements take into account difference features and scale from the Somersworth Commercial-Industrial Historic District to the more residential local Hilltop Historic District.
- Historic streetscape photographs (and possibly Sanborn maps) may help indicate the historic appearance of the two greenscape areas at Main/High Streets and the pedestrian plaza on Market Street. This will help document the nature of the changing relationship of the streetscape components. How do the proposed landscape treatments fit into the historic aesthetic of the area?
- The write-up should include more details about the property boundaries of the individually listed buildings, and whether there are anticipated direct impacts to these boundaries.

Portsmouth, 13455, STP-X-5379(025)**Participants: Austin Jordan, Jack Hunter, Friends of the Albacore; Ken Herrick, Albacore Park**

Consultation with representatives of the Friends of the Albacore and Albacore Park to review the oral history project that is included in the mitigation package for the Connector Road.

Jack Hunter noted he has had trouble reviewing MOA drafts and requested future email correspondence attachments to him be issued as a pdf.

Austin “Butch” Jordan summarized the goals and tasks of the oral history project and presented a work plan and timeline. The goals of the project are to obtain interviews from individuals who have firsthand accounts associated with the Albacore as submarine officers), crew members, and shipyard workers who will speak to the evolution of the vessel from shipyard construction to decommissioning.

Friends of Albacore raised \$20,000 (including a challenge grant) and have proceeded with gathering oral histories. Twenty interviews have been completed, and since that time, these individuals are deceased. Steps in the process include obtaining approval for interviews and use, conducting interviews, transcribing interviews, submitting transcription for review by participants, editing interview. Interviews were conducted by a highly regarded oral historian and a transcription service is also involved. Neither are familiar with submarines, and the editing process resolves the issues with their unfamiliarity with terms and activities.

Oral history products include web access to the oral histories with a link to the existing Albacore website: <http://ussalbacore.org/>. The web designer will also post excerpts which include a few minutes of audio. Sheila Charles asked if there would be photographs of the oral history participants. Butch Jordan noted there are many more tasks that could be undertaken.

The Friends of Albacore also intend to publish a digital copy of the compiled interviews as well as a hard copy. Both will be available on line and at the museum shop for a nominal price to assist in funding needs of Albacore Park. Jill Edelmann affirmed no federal funds can be used in the execution of products which will be sold. Butch Jordan indicated there are numerous costs associated with the oral history project that are not directed to the saleable products that the funds will be directed to. Discussion ensued of other possible oral history funding sources, including the NH Humanities Council and NH Council on the Arts.

Jill Edelmann also noted that execution of the MOA will require review and signing by the Governor and Council. Steps need to be undertaken to identify Friends of Albacore and PSMA as a vendor in the State of New Hampshire.

Ken Herrick summarized efforts to explore a multimedia kiosk, compatible with the MOA determined costs of \$2500. The K-MANTIS V outdoor kiosk costs out at \$9,000 to \$15,000. He will be looking into lower cost voice over kiosk formats. Sheila Charles recommended contacting Strawberry Banke Historic Landscape Curator who led the task team, which resulted in the Listen to

the Landscape tour, a QR code system that links to cell and smartphones. Ken Herrick also delivered work spec documents to be distributed.

May 8, 2014

Portsmouth, Sagamore Avenue (no project numbers)

Participants: Phil Corbett, Dan Hudson, CMA Engineers; Tom Richter, City of Portsmouth; Lynne Monroe, Preservation Company; Ellen Marlatt, Independent Archaeological Consulting

Initial review for the Sagamore Avenue utilities and roadway reconstruction project in Portsmouth. P. Corbett provided an overview of the project which includes sewer main replacement (on existing alignment), water and sewer services, drainage, full-box roadway reconstruction, curbing, sidewalk, and streetscape improvements on Sagamore Avenue between South Street and Little Harbor Road. Unitil may replace their gas main on the west side of the road. A number of utility poles (west side) will be moved where they conflict with the proposed roadway and sidewalk. Construction of the project will occur this summer and fall to coincide with the construction of the Sagamore Creek Bridge, currently under construction and closed to traffic.

Existing conditions photos, a roll plan, and conceptual renderings were reviewed. P. Corbett explained that the proposed roadway typical section includes two 11-foot travel lanes with 5-foot bike lanes (shoulders), reconfiguring the existing 30-34 paved width to 32-feet. The intersection of Little Harbor Road will be modified to square up the Little Harbor Road approach and reduce the paved width. Existing driveways will need to be reconstructed to match the revised roadway and sidewalk. A dry stacked wall at #327 Sagamore Avenue is proposed to be removed and reset 2-4 feet westerly, parallel to the proposed sidewalk. A large tree is to be removed at the corner at the Verdun Avenue intersection, as it's dying and conflicts with aerial utilities.

Preservation Company completed an Area Form for the project and has submitted it for Determination of Eligibility Committee review. The original Request for Project Review and the Area Form covers South Street to Shaw Road. Due to funding constraints, only the South Street to Little Harbor Road segment is currently proposed for reconstruction. The schedule for reconstruction for the remainder is uncertain. The South Street to Little Harbor Road segment of the corridor is historic and the South Street Cemetery is a prominent feature.

Independent Archaeological Consulting has reviewed the proposed work and recommends archaeological monitoring during installation of drainage structures, catch basins and pipes on the east (cemetery) side of the roadway, as well as during work at the Little Harbor Road intersection. Sewer and water utilities are along existing alignments, so no monitoring is proposed for that work.

Questions/Comments:

How close are catch basins (CBs) to the Cemetery? *CBs will be located approximately 5-feet from the wall.*

How deep is the roadway box? *Granular sub-base material will be 2-feet deep.*

Where are the tree box filters proposed? *Along the west (non-cemetery) side only.*

Is granite curb proposed in front of the cemetery? *Yes in some areas, to control stormwater.*
Will existing stones be used in resetting the wall? *Yes. It is understood that the wall is not historic, but contributes to the character of the area.*

Will the proposed modifications change the character? *No. It's a formal corridor and the concrete sidewalk and granite curbing will be consistent with it.*

The archaeological scope looks appropriate.

L. Black noted that additional coordination would follow the review of the Area Form.

Farmington, 16146, X-A001(152)

Participants: Christine Perron, Don Lyford, Ron Kleiner, NHDOT

Christine Perron provided an overview of the purpose of the meeting, which is to begin discussing mitigation for the replacement of the NH Route 153 bridge in Farmington. The project was discussed at two previous coordination meetings. At the most recent meeting, a determination of Adverse Effect was reached for the preferred alternative of bridge replacement. At that time, Laura Black asked the Department to look at what type of documentation has already been completed for bridges with similar open concrete rail in the state. It has been determined that four bridges with similar rail have been impacted, and two of these bridges have had archival documentation completed (Winchester-Swanzey and Hancock). More detailed information on this review will be sent to L. Black by Jamie Paine of Normandeau Associates.

L. Black commented that, as long as there are two other bridges with full archival documentation, the Farmington bridge could be documented with archival photographs and a short version of documentation. She added that it should be confirmed that documentation for the other two bridges did include a full description.

Jill Edelman concurred with using a short version with archival photographs, and also confirmed that documentation for the Winchester-Swanzey bridge did include a full description.

C. Perron noted that the Public Hearing was held on April 1, 2014, and the next step for the project was to complete the NEPA document and Programmatic Section 4(f) Evaluation, which includes the Section 106 Memorandum of Agreement to document mitigation. She asked if DHR recommended any additional mitigation beyond documentation of the bridge.

L. Black recommended reaching out to the community, especially the local Historical Society, for suggestions on mitigation that would be appropriate for the town. A letter could be sent summarizing the features of the bridge, along with ideas that have been used as mitigation in the past, such as interpretive panels, information on websites, management plan for similar bridges in the town, and an informational brochure.

C. Perron asked if the Department has done this in the past. J. Edelman commented that a Henniker LPA project did reach out to the town for input on the mitigation package. C. Perron commented that she would work with J. Edelman on a letter to send the town. Don Lyford concurred with this approach. C. Perron noted that, if this approach is to be used on future

projects, it may make sense to engage the town earlier in the process, such as just prior to the Public Hearing. The Cultural Resources staff frequently recommends that early coordination with the municipality and consulting parties and/or interested parties should happen early on with continued exchanges throughout the project.

Littleton, 21192, X-A002(133)

Participants: Daniel Hudson, CMA Engineers

Continued coordination for this project, previously reviewed on January 10, 2013, that proposes to reconstruct sidewalks on Union Street and Pleasant Street in the vicinity of the Mildred C. Lakeway School under the Safe Routes to School Program. 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. As requested at the previous meeting, a NH Individual Inventory Form (#LTL0026) was completed for #191 Pleasant Street (Thayer House), which was found to not be individually eligible.

D. Hudson described the proposed modifications on Union Street, which have not significantly changed since the previous presentation, with the exception that concrete steps with handrails will be added to the school access paths, due to grading constraints.

D. Hudson described the proposed modifications on Pleasant Street, which have not significantly changed since the previous presentation. As requested, follow-up discussions are being had with owners of #191 (wall impact), #211 (wall impact), and #243 (stone steps impact). #191 and #243 owners have been contacted and do not object to the impacts, but both want the existing features restored to preexisting or better condition. The #211 owner has not yet been contacted.

D. Hudson noted that the #191 owner would accept a change in wall type to modular block concrete, being considered for cost and constructability reasons. The existing wall is made of granite curbing and is narrow relative to its height. A modular block concrete retaining wall is present in the project area at #141 Pleasant Street.

L. Black indicated preference for removing and reconstructing the #191 retaining wall with the existing granite curbing. Although #191 Pleasant Street was determined to not be individually eligible, the project area is historic and the wall is likely a contributing feature. D. Hudson agreed to pursue reconstruction of the existing wall, as originally planned.

Pending favorable discussions with the owners of #211 Pleasant Street, a Cultural Resources Effect Memo, with a finding of No Historic Properties Affected, will be drafted and submitted for approval.

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

Submitted by: Sheila Charles and Jill Edelman, Cultural Resources

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