BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: August 10, 2017
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Maggie Baldwin
Sheila Charles
Ron Crickard
Jill Edelmann
Bob Hudson
Marc Laurin
Rebecca Martin
David Scott

NHDHR
Laura Black
Edna Feighner

FHWA
Jamie Sikora (via teleconference)

CWS
Marc Jacobs

Hoyle Tanner
Ed Weingartner

MJ
Christine Perron

Preservation Company
Lynne Monroe

Quantum
Jim Bouchard
Christian Rainey

VHB
Greg Bakos
Peter Walker

Town of Merrimack
Andrew Bullock
Steve McFadden
Dawn Tuomala

Town of Salem
Dan Hudson

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:
(minutes on subsequent pages)

Merrimack 40300, X-A004(357) 1
Salem 12334, X-STP-X-5399(011) 3
Statewide, 41535, X-A004(663) and 41536 4
Nashua-Concord 29408 (non-federal) 5
Andover-Danbury 41298 6

Merrimack 40300, X-A004(357)
Participants: Jim Bouchard, Christian Rainey, Quantum Construction Consultants, LLC; Lynne Monroe, Preservation Company; Andrew Bullock, Dawn Tuomala, Steve McFadden, Town of Merrimack; Robert Hudson, Ron Crickard, NHDOT

Continued consultation on the Souhegan River Multi-Use Path to discuss whether possible waterpower engineering district for the project area is warranted based on the NHDHR Determination of Eligibility finding for the former Merrimack Village Dam (Dam).

J. Bouchard began with a brief overview of the trail options utilizing an annotated aerial photo. The purpose of the path is to provide connectivity to nearby neighborhoods, schools, side trails from Watson Park. The path options include crossing the former impoundment area of the Dam which was removed by the owner, Pennichuck Water Works. Additionally, the path alternatives include the potentiality of repurposing the remaining headgate, sluiceway and Chamberlain Bridge arch for a path routing from Watson Park to the existing trails along the Souhegan River bank.

J. Bouchard commented that due to the removal of the Dam many years ago, the potentiality of a waterpower engineering district could be considered no longer applicable as the focal point has been removed. Additionally, Lynne Monroe and James Garvin have recently assessed the area and have provided recommendation that a waterpower engineering district is no longer supported. L. Monroe noted that J. Garvin, in his former role with the NHDHR, had originally recommended that the future impacts to area remnants should be evaluated for a waterpower district determination. Beth Muzzey was also involved in the review of the dam as a reviewer on the Determination of Eligibility form, and apparently concurred. However, Mr. Garvin and herself, as well as L. Martin from QCC, visited the site again recently and Mr. Garvin decided that the original determination of a waterpower engineering district is no longer applicable, but the location presented itself as an exceptional opportunity for the cultural awareness through placement of interpretive signs.

L. Black offered that after reviewing the letter from J. Garvin and documentation from L. Monroe, that there was a lot of focus on the former dam, and that even though the dam has since been removed, there are still other structures and ruins in the area that could determine the possibility of a waterpower engineering district without the Dam being present. Furthermore, L. Black reiterated that she could not independently reverse a determination made by the DOE Committee. L. Black also commented that instead of spending resources trying to avoid the evaluation, it would be beneficial to undertake the development of an area form and continue to move the project forward. She emphasized that there are ways to review the entire cultural landscape for relativity, noting growing experience with evaluation of the many layers of landscapes in New Hampshire and nationally.

E. Feighner shared the earlier project history and commented that the earlier project that spurred the original survey of the dam caused the survey to be very limited, focused on the dam itself. J. Sikora noted that Dave Clark, FHWA Historic Preservation Officer opinion is that the area contains numerous elements and that an area form should be developed to address the waterpower engineering district following the standard process.

J. Bouchard inquired as to the depth of research required for an area form and discussed whether this work task should be undertaken as part of the Feasibility Study or should it be inclusive to the Preliminary Design Phase. L. Monroe noted that substantial documentation information already exits at the NHDHR archives for the area.

B. Hudson talked about the importance of having the desired alternative picked. If there is still uncertainty about what alternative will be chosen, then the evaluation should be completed as part of the Feasibility Study.

L. Monroe asked about documenting historical buildings for the surface route path alternative, which would include the sidewalk on the west side of US Rte. 3 from the Fire Station northerly and if that inventory would still be necessary.

D. Tuomala noted that the surface route alternative is not desired by the Town of Merrimack and the Town's Fire Department has issued a letter stating they do not want the surface route option. J. Bouchard commented that one concern raised by the Fire Department was the potentiality of general public within very close proximity to an emergency response facility. Therefore, if the surface route alternative is the only feasible alternative from a historical perspective, the project

will not proceed. The group decided that additional historical documentation for structures along this path alternative was not warranted at this time.

J. Edelmann then commented that if the surface route alternative is not the preferred alternative then continue moving forward with the other alternatives instead and do not worry about the surface route alternative.

Salem 12334, X-STP-X-5399(011)
Participants: Greg Bakos, Peter Walker, Nicole Benjamin-Ma, VHB; Marc Laurin, C.R. Willeke, NHDOT

Consultation on the Route 28/97 (Salem Depot) Intersection Improvement project including finalizing outstanding issues on the Effects Memo and discussing development of an MOA to address the adverse effects on the Daisy Cleaners site.

Greg Bakos reviewed current plans for the Salem Depot project. The project addresses operational deficiencies and safety concerns at the North Broadway (NH 28) / Main Street (NH 97) intersection. The project includes widening the intersection, reconfiguring turning lanes and traffic control signals, adding sidewalks and pedestrian crossings, improving drainage and utilities, and resurfacing pavement. The widening of NH 28 will extend 950 feet north and 950 feet south of the Depot intersection. Approximately 400 feet of NH 97 would be improved. The permanent right-of-way (ROW) impacts will extend approximately 20 feet to the west of the existing NH 28 ROW for the length of the turn lanes.

The project would affect a total of 11 properties, including demolition of seven buildings. One of these properties, Daisy Cleaners, has been determined eligible for listing. The project requires the complete acquisition of this property, and the existing building would be demolished. The Manchester and Lawrence Railroad is also within the Area of Potential Effect, and two small areas would be affected: 1) a 200 sq ft acquisition on the southern end of the project, and approximately 550 sq ft of ROW acquired at Main Street. Both of these areas are currently paved. A pedestrian signal would be added at the rail-trail crossing of Main Street.

A draft Effects Memo was distributed (see attached). The Memo had already been reviewed by FHWA and NHDOT. Laura Black asked about impacts to Parcel 1149 (1 North Broadway). The RPR did not show this building being impacted, whereas current plans show that it would be demolished. Laura indicated that the building was built in 1965, but apparently highly modified in the 1980s. Laura suggested that the property does not appear to warrant additional survey, but should be discussed in the Effects Memo.*

We discussed mitigation. VHB (Nicole Benjamin-Ma) has been attempting to coordinate with the Salem Historic Commission, and will continue to attempt to connect with this group. Laura Black had discussed the project with Nadine Miller, and they had suggestions for possible mitigation:

- <u>Armenian Social History</u> - Noting that Daisy Cleaners was built by Syrian/Armenian immigrant, Laura suggested review of a 2010 Historic District Area Form on the Armenian Community in Salem. Contact information can be found within the Area Form. Some of the people interviewed in the form may have ideas for mitigation. Additionally, Laura suggested that extended research into the Armenian immigrant community in the area may be a mitigation opportunity. Sheila Charles added that the Armenian Museum in Watertown could be a resource.

- Mid-Century Modern Contexts - NHDHR has been working to compile historical contexts for mid-century modern architectural building types. However, additional work is needed to identify elements and character defining features for eligibility determinations and registration requirements.
- Salvage of Daisy Cleaners Signage – If possible, the existing sign should be relocated. Dan Hudson confirmed that the Town is working with the current owner on business relocation, and that measure could be discussed.

Pete asked if photo-documentation would be appropriate. Laura replied that NHDHR has been encouraging other forms of mitigation. It was noted that NHDOT and the Town would be holding a public hearing on the project in September. The town needs to have NEPA [including Section 106 and Section 4(f)] completed by the end of the year in order to advance the project.

*Note: Following the meeting, Pete and Greg confirmed with Nicole Benjamin-Ma that the Building at 1 North Broadway was actually constructed in 1971, according to aerial photographs of the area.

Statewide, 41535, X-A004(663) and 41536
Participants: Margarete Baldwin, Ron Crickard, Tony King, Rebecca Martin, Leah Savage, NHDOT

Update on emergency permanent repairs undertaken following the July 1, 2017 storm event and emergency repair discussion pertaining to Section 106.

Ron Crickard explained that the July 1, 2017 storm events created a need for some emergency repairs to restore roadways to functional and that the NH Division of Historic Resources was notified of the damage and need for emergency repairs. The Department is designing two projects to address the necessary longer term repairs to restore the roadways to their condition prior to the storm events.

R. Crickard and Maggie Baldwin described that one of the projects, 41535, will receive FHWA funding. R. Crickard commented that the Project will likely be reviewed internally at the DOT in accordance with Appendix B of the Programmatic Agreement. The second project, 41536, will be funded by State Betterment funds, but the intention is for repayment for the costs from FEMA and the Forest Service. Therefore, federal funds will be utilized. Jill Edelmann explained that as federal funds are intended for both projects, Section 106 applies to both projects. Rebecca Martin and Edna Feighner commented that President Trump granted Governor Sununu's request for a major disaster declaration for Grafton county on August 9th.

M. Baldwin provided a description of some of the project areas and damage from the storms. She explained that there were significant washouts in District 1, 2, and 3 and that District forces have performed 99% of the earth work needed to restore the roadways impacted to operational condition. These two projects will address 15 roadway segments have been identified as requiring additional work. There was a lot of damage to pavement materials as a result of washouts from the storm. M. Baldwin shared some photos of some of the project areas intended to be included. She shared a draft typical of the repairs intended for the project and explained that most of the work will be comprised of shoulder leveling, excavation for necessary pavement depths, and pavement work. The project will also include some slope stabilization and some guardrail replacements. M.

Baldwin also commented that on NH Route 116 there will be reclaim from west of the bridge near the intersection with NH Route 112 for an area of around 1,000 linear feet to repair significant storm damage.

M. Baldwin explained that the pavement, shoulder, and slope work will be within 5 feet of the edge of pavement as it existed before the storm. The guardrail replacements may require slope work to reestablish the guardrail platform and work will be completed within 8 feet of the face of the guardrail (within 10.5 feet of the edge of pavement). M. Baldwin described that there is only limited guardrail replacement included in the project.

The group discussed that the work should be completed before the coming winter. The advertising date for the project is August 15, 2017. The intent is for the contractor to start work in mid-September. There will be no tree clearing included in the project. R. Crickard explained that the projects will essentially be putting the roadway segments back together and M. Baldwin confirmed that because of the funding mechanism, the projects will not include any improvements/enhancements, just repair work.

J. Edelmann explained that with the tight schedule, a complete RPR is not intended for the project work. The group agreed that an RPR sheet will be used as a cover sheet to assist with DHR tracking of the contract. J. Edelmann will send the Effects Memo. and RPR cover today.
E. Feighner requested photos of the wash out areas from before and after the repairs. She commented that it would not be necessary to show all of the areas, just a sample of the types included. E. Feighner commented that FEMA may request these photos in the future. J. Edelmann requested that the photos and any additional documentation be allowed to be submitted at a later date. The group agreed that the Effects Memo. and RPR could be submitted without the photos at this time.

Sheila Charles commented that she has conducted a review for known archeological resources and this will be included with the Effects Memo and the RPR cover page submission to DHR.
Laura Black inquired if there were stone walls noted in the project areas. M. Baldwin commented that there are some stone walls along the roadways, including along NH Route 25C, but none of these are anticipated to be impacted.

J. Edelmann inquired if there were any additional comments or concerns, none were expressed.

Nashua-Concord 29408 (non-federal)
Participants: Marc Jacobs, CWS; Ron Crickard, NHDOT

Initial consultation on proposed 17 new ITS stations, including 13 involving camera poles, to be situated along NH RT 3 (Everett Turnpike).

Marc Jacobs provided an overview of the project. The project involves approximately 35 miles of the Frederick E. Everett Turnpike Corridor from 0.5 miles north of the Massachusetts state line in Nashua to the I-93 Exit 13 interchange in Concord and includes segments of US Route 3, I-293 and I-93. The project proposes new Intelligent Transportation System seventeen field devices (closed-circuit televisions and dynamic message signs) and a new wireless communications network connecting the field devices to the existing NHDOT Transportation Management System.

The project is confined to the existing right-of-way and shoulders with a couple exceptions in Bow and Concord to access utilities.

Laura Black indicated that the Dynamic Message Signs are unlikely to necessitate inventory due to their limited visibility beyond the existing roadway. It is unclear at this time, however, where any known historic resources, nor any unknown historic resources, are located in relationship to the proposed 60-100' monopoles. The recommended first step to determining if survey is necessary is to zoom into specific sites proposing poles near eligible historic properties to determine if the viewscape will be impacted. If the overwhelming assessment is that view sheds are not likely to be impacted by the poles, regardless of what resources may be in the APE, then additional survey would not be recommended. Start this assessment by locating known National Register-eligible or listed properties on more detailed maps. Edna Feighner indicated that she has no archeological concerns as the proposed locations had already been impacted.

Andover-Danbury 41298
Participants: Christine Perron, MJ; David Scott, Ron Crickard, NHDOT

Initial consultation on the rehabilitation of 3 bridges. Jill Edelmann opened the discussion by providing a brief summary of the status of consultation. The project consists of the rehabilitation of three bridges:

Andover 044/088, NH Route 11 over Pleasant Stream, is a 1959 IB-C that qualified under the Program Comment for post-1945 bridges. An inventory form was completed for the other two bridges. Andover 120/092, US Route 4 over Blackwater River, is a 1933 concrete T-beam bridge that was determined ineligible for the National Register. Danbury 178/091, US Route 4 over the Northern Rail Trail, is a thru plate girder constructed in 1937 and rehabilitated in 1986. The Determination of Eligibility (DOE) Committee at DHR determined that this bridge is eligible under Criterion C but stated that definition of character defining features was lacking in the inventory form, and the Committee could not determine if the bridge is eligible under Criterion A due to insufficient information.

J. Edelmann suggested that, after reviewing the scope of proposed work for Danbury 178/091, she felt that impacts to the bridge would be minimal. Therefore, she proposed that an effect determination be made with the survey information available to date, and further information on the character-defining features of this bridge would be provided in the Historic Bridge Inventory Plan that is in progress.

Laura Black noted that the DOE Committee was being conservative when making the eligibility determination since information had been missing from the inventory form.

Ed Weingartner provided an overview of the proposed rehabilitation:

- Remove and replace bridge membrane and pavement;
- Partial depth concrete deck repairs (expected to be minimal since the deck was replaced in 1986);
- Concrete repairs at abutments and wing walls to address areas of spalling and delamination;
- Clean and paint the bridge.

L. Black stated that, based on the proposed work, she agreed with Jill's approach for this project as long as the painting and concrete repairs are completed according to the Secretary's Standards. She asked if there would be any work on the steel bridge members. David Scott replied that there is some section loss in the steel; however, it was determined that this deterioration was not in locations where it raised a concern for load carrying capacity. Once the steel is cleaned and prepped for painting, the section loss would be reevaluated to confirm that it would not need to be addressed by this project.

L. Black commented that the project as discussed would result in No Adverse Effect. If any work is added to the rehabilitation, the project's effect finding should be revisited.

J. Edelmann said that the Effect Memo would describe the approach that would be taken regarding the bridge's potential eligibility. Christine Perron will provide her with project information to include in the memo.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

New Hampshire Department of Transportation
Cultural Resources Agency Coordination Meeting

Date August 10, 2017

Please initial next to your name. Guests: Please use reverse side to sign in.

Initial	Name	Agency	Email Address
✓ LB	Laura Black	NH Division of Historical Resources	laura.black@dcr.nh.gov
	Richard Boisvert	NH Division of Historical Resources	Richard.Boisvert@dcr.nh.gov
✓ SC	Sheila Charles	NHDOT – Bureau of Environment	Sheila.Charles@dot.nh.gov
	Victoria Chase	NHDOT – Highway Design	Victoria.Chase@dot.nh.gov
✓ RC	Ronald Crickard	NHDOT – Bureau of Environment	Ronald.Crickard@dot.nh.gov
	Michael Dugas	NHDOT – Highway Design	Michael.Dugas@dot.nh.gov
✓ JE	Jill Edelmann	NHDOT – Bureau of Environment	Jillian.Edelmann@dot.nh.gov
✓ EMF	Edna Feighner	NH Division of Historical Resources	Edna.feighner@dcr.nh.gov
	Ron Grandmaison	NHDOT – Highway Design	Ronald.Grandmaison@dot.nh.gov
	Bob Landry	NHDOT – Bridge Design	Robert.Landry@dot.nh.gov
	Marc Laurin	NHDOT – Bureau of Environment	Marc.Laurin@dot.nh.gov
	Leigh Levine	Federal Highway Administration	Leigh.Levine@dot.gov
	Don Lyford	NHDOT – Highway Design	Donald.Lyford@dot.nh.gov
✓	Rebecca Martin	NHDOT – Bureau of Environment	Rebecca.Martin@dot.nh.gov
	Beth Muzzey	NH Division of Historical Resources	elizabeth.muzzey@dcr.nh.gov
	Kevin Nyhan	NHDOT – Bureau of Environment	Kevin.Nyhan@dot.nh.gov
✓ ON the PHONE!	Jamie Sikora	Federal Highway Administration	jamie.sikora@fhwa.dot.gov
	Pete Stamnas	NHDOT – Highway Design	Peter.Stamnas@dot.nh.gov
	Matt Urban	NHDOT – Bureau of Environment	Matt.Urban@dot.nh.gov
	Cindy Vigue	Federal Highway Administration	Cindy.Vigue@dot.gov
	CR Willeke	NHDOT – Planning	Charles.Willeke@dot.nh.gov

Please fill in all of the requested information. August 10, 2017

Name	Agency	Phone #	Email Address
Jim Bouchard	QCC	224-0859	JBouchard@quantum-cc.com
Christian Rainey	QCC	224-0859	Crainey@quantum-cc.com
LYNNE MONROE	PRESERVATION COMPANY	778.1799	PRESERVATIONCOMPANY@COMCAST.NET
Dawn Tuomala	Town of Merrimack	424-5737	dtuomala@merrimacknh.gov.
Andrew Bullock	Town of Merrimack	809.2145	atb1002@wildcats.unh.edu
Steve McFadden	Town of Merrimack	913-3560	smcfadd1@student.fitchburgstate.edu
Rob Hudson	DOT	271-7866	
Pete Walker	VHB	391-3942	pwalker@vhb.com
Greg Bakos	VHB	391-3950	gbakos@vhb.com
Dan Hudson	Town of Salem	890-2033	dhudson@salemnh.gov
Maggie Baldwin	NHDOT / Design		
Marc Jacobs	IBI	603-686-5097	jacobs2wetsoil2004@yahoo.com
Edward Weingartner	Hoyle Tanner	603-669-5555	eweingartner@hoyletanner.com
Christine Perron	M.J		
David Scott	NHDOT		