BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting
DATE OF CONFERENCES: September 8, 2016
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Roger Appleton
Sheila Charles
Victoria Chase
Gary Clifford
Roger Dionne
Mike Dugas
Jill Edelmann
Michelle Marshall
Rebecca Marti
Matt Urban

NHDHR
Laura Black
Edna Feighner
Nadine Miller

FHWA
Jamie Sikora

ACOE
Michael Hicks

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

Ossipee 13910, X-A000(110).....1
Salem Highway Shed 2

Ossipee 13910, X-A000(110)
Participants: Michelle Marshall, Victoria Chase, Mike Dugas, Rebecca Martin, NHDOT

Continued consultation to share updated plans for the NH Route 16/25/41 Intersection improvement project.

Rebecca Martin gave a brief orientation to the project area and related to the group that the project scope has been reduced and refined due to budget concerns. Michelle Marshall and Mike Dugas showed Google Earth imagery of the area where the improvements are proposed. M. Marshall explained that the previous design alternatives included installation of a new roundabout, which would have had significant impacts outside of the right-of-way. This alternative is no longer under consideration and the preferred alternative will have significantly reduced impacts by comparison.

M. Marshall described the current intersection of Route 41 and Covered Bridge Road with Route 16. She explained that in this area Route 16 includes one lane of traffic in each direction. South of this intersection at the intersection with Route 25, the Route 16 roadway currently widens considerably for turning lanes and wide shoulders. The intersection of Route 16 with Route 41 and Covered Bridge Road the sideroads are skewed to NH 16 and offset from each other.

M. Marshall explained that the new restricted scope for the project concentrates on improvements at the intersection. Improvements proposed include signalizing the intersection and addressing the skew and offset of Route 41 and Covered Bridge Road. The current design proposes to add left turn lanes for Route 16. The added lanes and skew correction will result in impacts to the lot in the northeast quadrant of the intersection (Thurley Mountain Enterprises Inc. located at 2400 Route 16). The empty building at this location is listed as a “Garage” in the Mosaic Parcel Map System.

R. Martin explained that, according to tax records, the building was constructed in 1980. Laura Black indicated that since the building is less than 50 years, the right-of-way impacts on this property would not pose a concern for impacts to historic buildings.

M. Marshall and M. Dugas stated that this project was presented at the July 19, 2016 Ossipee Open House. They explained that in conversations about this project with the engineer for the new gas station complex, which is proposed on the Thurley parcel, the engineer indicated that the entire property will be altered. Also, the site's Route 41 driveway is intended to be relocated further away from the intersection, which would reduce traffic conflicts at the intersection. M. Marshall explained that step box widening is proposed at the Route 41 intersection with a 1.5 inch pavement overlay on Route 16. The design will maintain the westerly edge of the roadway near Covered Bridge Road to avoid work on the steep fill slopes north of the intersection.

R. Martin explained that no properties were indicated as eligible for the National Register of Historic Places on the National Park Service website in the project area. L. Black explained that most eligible sites have not been listed in the National Register, which is why the NH Division of Historic Resources assesses each project. Eligibility findings are filed at the DHR. Listings can be found on NPS' website. Edna Feighner indicated that she did not see any archaeological issues with the project.

Victoria Chase explained that at the Ossipee Open House a vocal State of NH representative explained that for the Ossipee projects he would prefer that 10 foot wide shoulders be incorporated into the design of this and the other two NH 16 projects in Ossipee. V. Chase explained that this would create too many impacts and costs. V. Chase indicated that for this project the design intends to include 11 foot travel lanes with 5 foot shoulders, as opposed to 12 foot travel lanes with 4 foot shoulders, in an attempt to compromise with the desired wider shoulders.

M. Marshall also described for the possible addition of a southbound right turn lane at the intersection of Route 16 with Route 25, located south of the Route 41 intersection. Jamie Sikora asked if this area would be a simple overlay with restriping to indicate the new lane use. M. Marshall confirmed and M. Dugas utilized Google Earth to show that the pavement is quite wide and will not need to be expanded at the Route 25 intersection to accommodate the lane addition.

Jill Edelmann commented that there would be no impacts on historic properties and that a No Historic Properties Affected memo should be prepared. The group agreed and L. Black suggested that a Request for Project Review (RPR) update be submitted for the project so that the RPR is in accordance with the No Historic Properties Affected memo. R Martin will compile the update for the RPR.

The group briefly discussed the Ossipee 14749 Communications Plan. This plan provides contact information and stakeholder information for the three Route 16 projects in Ossipee. Victoria Chase explained that the Ossipee projects all have information available on the DOT website, including the communications plan.

Salem Highway Shed
Participants: Michael Hicks, ACOE; Nadine Miller, NHDHR; Roger Dionne, NHDAS; Roger Appleton, Sheila Charles, Gary Clifford, Jill Edelman, Matt Urban, NHDOT

Initial meeting to discuss adverse impacts to the Salem Maintenance Facility Patrol Shed (#514, District 5) and how to move forward.

NHDOT Highway Maintenance District 5 proposes to replace existing buildings (A thru D) to meet current standards and increased demands at the extant facility. The current facility includes three historic buildings constructed as part of New Hampshire post WWII highway system expansion: an office and garage (1950), garage (1950), and former salt shed (1953). The complex also includes a new salt shed (c.1980) and a modern fuel shed. Although the structures are solid, except for roof leakage that allayed with rubber, they do not meet the needs of the District.

The proposed new complex will include an 8,000 square foot patrol shed and 7,000 square foot salt storage building, as well as new storm water treatment areas to meet NHDES Alteration of Terrain requirements. This new complex will remain within the same parcel, situated east of Shadow Lake Road. This project involves state funding and ACOE is the lead federal agency.

A request for project review (RPR 7652) was submitted on April 13, 2016. The NHDHR response to the RPR (April 13, 2016) indicated that an NH individual inventory form be compiled for the Highway Maintenance Facility by a 36CFR61 qualified architectural historian. Subsequently, Kaitlin O'Shea and Nicole Benjamin-Ma of VHB completed the NHDHR Individual Inventory Form (SAL0063). The cost was about $8,000. In disagreement with the consultant the Determination of Eligibility committee determined that the facility was eligible for the National Register of Historic Places under Criteria A and C with local significance (DOE July 13, 2016).

As the demolition of the buildings is an adverse effect, mitigation alternatives were discussed, and will be documented in the Memorandum of Agreement (MOA).

Nadine Miller presented a preferred mitigation option for the adverse effect associated with this project – the development of a historic context for highway structures, which would subsequently be used as a planning tool for future impacts and management of highway facilities. Jill Edelmann indicated research and compilation of the document would need to be undertaken by a qualified architectural historian. The scope for this promising project would need to be developed. Nadine indicated she could work with Jill to develop the scope.

Gary Clifford indicated this capital project had already incurred more than the unanticipated costs, and additional available funding was a concern. In addition to the operations budged, Jill Edelmann indicated cost sharing might be available with the Bureau of Environment service agreement funds. However VHB is not listed under the service agreement. There are other consultants, including Lisa Mausolf who recently completed the historic documentation of the Stickney Complex in Concord and has worked on Public Works projects. Roger would need to talk to Dave Rodriguez, and could work with Jill on costs.

It was noted that the time frame for this historic context was limited, and did not extend from the 18th century and beyond. The scope could be focused on highway facilities/structures that were over 50 years old (1967+). Jill Edelmann indicated that the historic bridge management plan includes bridges soon to be over 50 years old as well, ensuring the historic context and management tool will remain up to date for another decade or so (e.g., 1978+).

Gary Clifford noted there are 110 facilities. Function of the facilities varies, including some structures that have public meeting space. Supportive transportation facilities and auxiliary buildings in addition to Highway Maintenance Facilities include Turnpike facilities, Traffic facilities, Bridge Maintenance facilities, District Offices, and rest areas. Jill suggested it is better not to lump all of these for this project, although it will be cost effective and better to do this highway maintenance facility context rather than have to compile individual inventories for each location over time.

Roger Appleton asked if there were other possible mitigation alternatives. Nadine Miller replied that there is no heritage commission in Salem, but the town might have some suggestions. Other mitigation options might be website development or interpretive signs. The consensus was that these alternatives do not seem suitable for the location and resource.

The question arose at to a timetable, and Jill and Nadine indicated that the MOA could be developed that the mitigation actions would take place within a time frame, for example, 3 years. Development of the MOA could be within the month. Mike Hicks indicated the MOA would be part of the permit and must be executed before demolition. He will send the document to the ACHP and is on board with this mitigation option and will work with the team. He also affirmed this alternative is a cost effective option for going forward.

Gary indicated they are hoping to go out to bid in the winter and work would begin in the spring. Matt Urban indicated the wetlands permit generally takes 3 months. This property is adjacent to a prime wetland.

Gary indicated they have already met with town officials, the planning board, conservation commission and abutters. No one has come forward with concerns.

Nadine also suggested that later a Memorandum of Understanding be drafted, stating the steps in the review process (e.g., develop RPR referring to historic context findings; include typical mitigation actions if the facility is deemed eligible for the National Register; cost predictions).

The group consensus agreed on the following steps.

- Jill and Nadine will work on the scope and MOA
- Jill will coordinate with Mike on submission to the ACHP
- Jill will contact Lisa Mausolf and request budget estimate
- Work on a possible MOU will occur at a later date, separate from this project.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

Salem Hwy Shed

New Hampshire Department of Transportation
Cultural Resources Agency Coordination Meeting

Date 9/8/2016

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

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New Hampshire Department of Transportation
Cultural Resources Agency Coordination Meeting

Date 9/8/2016

only 13910 9am

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

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