

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

**DATE OF CONFERENCES:** September 12, 2013

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

John Butler  
Sheila Charles  
Jill Edelmann  
Marc Laurin  
Joe Adams  
Christine Perron

**Federal Highway  
Administration**

Jamie Sikora  
  
**NHDHR**  
Laura Black

Jeannine Russell

**LCHIP**

Amy Dixon  
Jess Charpentier

Edward  
Weingartner

**Normandeau**  
Jameson Paine

**Army Corps  
of Engineers**

Rich Roach

**VTrans**

Scott Newman  
Kaitlyn O'Shea

**Dubois & King**  
Bob Durfee

**Hoyle, Tanner**  
Sean James

**Town of Ossipee**  
Brad Harriman

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

**PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:**

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

**September 12, 2013**

**Bedford 13953 X-A000(143)**

Participants: John Butler, Marc Laurin, NHDOT; Amy Dixon, Jess Charpentier, LCHIP

John Butler described the project the widening of NH Route 101 from Constitution Drive westward to Wallace Road. There are major capacity deficiencies and safety concerns along the corridor with large traffic backups at the Meetinghouse Road and Nashua Road intersections, and with over 200 crashes recorded over a 5-year period. The Department proposes to widen NH Route 101 to provide a 5 lane wide typical cross section with 2 through lanes in each direction and a raised center median, with left turn lanes constructed at appropriate intersections. Sidewalks will be evaluated along both sides, though there may not be the need for one on both sides in the more undeveloped eastern portion of the corridor. The existing ROW is 100 feet in width and as the proposed typical will be from 90 feet to 100 feet in width there will be impacts to most adjacent

properties along the corridor. The Town of Bedford has designated a local Historic District that encompasses a portion of NH 101 to the east.

Laura Black prefaced her comments that they would be general as the concept is still in its early stages of design. Local Historic District boundary designations can be created for a variety of reasons and are not necessarily what will be determined if looked at from a National Register perspective. Reviewing the RPR she recommended survey of the area to confirm NR eligibility and determine NR boundaries of the District and to update previously surveyed properties within the project limits. There would be no need to update a property that had not changed. Survey would be needed for those properties that are greater than 50 years old and were not previously surveyed. The stonewalls would need to be evaluated under the stonewall policy. Sheila Charles stated that she is working on revisions to this policy.

J. Butler mentioned that this project is one of the highest priorities for the Department with a Public Hearing anticipated for May or June of 2014, and an advertising date of September 2016. Marc Laurin stated that a Public Informational Hearing was held in March 2013 and that at least one individual has requested to be a Consulting party. L. Black asked if the Bedford Historic District Commission had made comments on the project. M. Laurin replied that they had not yet responded to his initial letter of inquiry. A Phase IA Archaeology investigation will be likely once the design is more fully developed.

### **Ossipee, A000(717), 15296A**

**Participants: Sean James, Edward Weingartner, Hoyle Tanner; Brad Harriman, Ossipee Public Works Director; Amy Dixon, Jess Charpentier, LCHIP, Bob Durfee, DuBois & King**

The Whittier Covered Bridge on Nudd Road over Bearcamp River was previously discussed at NHDOT Cultural Resource Meetings in April 2007 and May 2008. Brad Harriman, Director of Public Works for Ossipee, began with a summary of the project. The Whittier Covered Bridge was closed and in danger of collapse, therefore it was relocated to the west approach in 2008 where it is currently located. The Town selected the team of 3G Construction, Inc. and Dubois & King for a design-build rehabilitation of the bridge in its current location. There is funding in place for a separate project to return the bridge to abutments which will be raised vertically, however that project has not yet started and was not discussed at this meeting. Sean James from Hoyle, Tanner provided a summary of proposed design-build project. Due to Federal regulations, the design-build team is not allowed to complete the NEPA process, therefore the Town has retained Hoyle, Tanner for this task as well as other consultation and construction phase administration.

Dubois & King prepared an Engineering Study, Cultural Resource Documentation and Preliminary Plans which were previously submitted to NHDHR and LCHIP for review. Laura Black stated that she thought the proposed work was a light-handed plan for the bridge and that NHDHR was pleased with this approach. She noted that the following three comments on the plans which were discussed.

1. Roof. The bridge in its past has had a metal roof which was replaced with shakes in the 1980s. A new metal roof is acceptable, however asked that the team review photos of the

bridge with the previous metal roof to compare the look (color, type, etc) to a new standing seam metal roof. A matte finish on roof is preferred if available. The Town agreed to obtain historic photos and review versus the proposed new roof.

2. New elements. It was noted that some new elements are being introduced into the bridge (e.g. new supplemental purlins). It was requested that these new elements be differentiated from the existing members in some fashion. Ideas discussed included branding, different type of sawing, different species or a plaque identifying the members. The intent is to include a subtle change to the new members to differentiate them when observed by the casual observer.
3. Siding. An earlier project write up mentioned that the existing, larger openings in the bridge siding were to be closed up. S. James indicated that is no longer the case and very little of the existing siding is to be replaced.

L. Black indicated that the project as presented will have No Adverse Effect and S. James will prepare the Effect Memo and submit it for review.

#### **Lancaster-Guildhall, 16155, A001(159)**

**Participants: Sean James, Hoyle Tanner; Edward Weingartner; Jameson Paine, Normandeau; Joe Adams, Christine Perron, NHDOT; Scott Newman, Kaitlyn O'Shea, Jeannine Russel, VTrans**

This is the third Cultural Resource Coordination (CRC) meeting for the project; previous meetings were held on October 11, 2012 and July 11, 2013. Sean James began with a summary of the requests made at the last CRC meeting. A memo report for the barn located at 93-99 Bridge Street in Lancaster, NH was completed and submitted to NHDHR for review on August 14<sup>th</sup>. The conclusion in the memo was that the barn was not eligible for the National Register of Historic Places. Laura Black indicated that since a Determination of Eligibility (DOE) form was not completed, NHDHR could not give a formal DOE decision; however, it was the consensus of those at the meeting that it was not eligible and no further study is required. A Guildhall Historic Identification report was submitted on August 20<sup>th</sup> to VTSHPO for review. VTSHPO had no objections to the conclusion in the memo that none of the properties in the Vermont portion of the Area of Potential Effect (APE) were eligible for the National Register of Historic Places and it was the consensus of those at the meeting that it was not eligible and no further study is required for these properties. As requested at the previous CRC meeting, a bypass alternative was studied and is discussed below.

Sean James discussed new information that was added to the project summary since the last meeting. A 75 year maintenance cost was prepared for each alternative as follows: Rehabilitation - \$8.5M, Replacement - \$2.0M, Bypass - \$7.5M. The project purpose and need and evaluation of each alternative was added to the Project Summary. The bridge rehabilitation alternative was abandoned due to the large amount (approximately 60%) of the superstructure as well as the entire pier that would require replacement, the loading and clearance limitations of the rehabilitated bridge, continued potential for impact from logging trucks, highest cost and lowest service life. The bypass alternative was discussed and includes a new bridge and a similar rehabilitation of the existing bridge. The rehabilitation would differ from the stand alone rehabilitation alternative

largely in the amount of work completed to the sway bracing and portal framing. This alternative was abandoned since it increases environmental impacts, is the most costly alternative studied and long-term funding for maintenance and future rehabilitation is not available. Finally the replacement alternative was determined to meet the project purpose and need since it can carry modern design loads with no vertical clearance limitations, has a 75 to 100 year service life, provides a 10'-0" wide sidewalk to accommodate passing snowmobiles and has the lowest initial and long-term cost.

Jamie Sikora asked if there were any consulting parties to the project. Jamie Paine indicated that 15-20 outreach letters were sent to groups and local officials in both states and no responses have been received to date. Public Meetings were held for the project in Lancaster, NH and Guildhall, VT and the input received at both meetings was overwhelmingly in favor of bridge replacement and to not detour traffic during construction.

The revised Phase 1B scope of work was discussed. The revised scope was reviewed by VTrans and the NHDOT and only one comment received to add curation box fees to the scope. Hoyle, Tanner will coordinate with IAC to revise the scope and then will submit for the Independent Government Estimate. Jen Russell asked to be informed of the schedule of the field work. Sean James asked if this work needed to be completed prior to completing the NEPA process. Jill Edelmann indicated that it would be preferable to do so. Hoyle, Tanner will discuss the schedule for this work with IAC and report back to the NHDOT.

Jamie Sikora asked Scott Newman if the alternatives analysis supports the preferred alternative. Scott Newman indicated that he believed that it did. It was also the consensus of the group that the preferred alternative of bridge replacement meets the project purpose and need. The project will therefore have an Adverse Effect due to the loss of the existing bridge. Jamie Sikora indicated that the project would qualify as a Programmatic 4(f) and that he will require information to submit to the Advisory Council due to the Adverse Effect. The Roger's Rangers Bridge will have to be advertised for sale and reuse.

Mitigation for the loss of the bridge was then discussed. Scott Newman expressed concern for the incremental loss of bridges across the Connecticut River and loss of metal truss bridges in particular. He has not discussed mitigation with NESHPO but will call Beth Muzzey to discuss the project and potential mitigation. Laura Black suggested that the MOA should include an annual report on the status of mitigation milestones to ensure timely completion. There was discussion of rehabilitation of the Vilas bridge with a schedule for the work to be mitigation for this project. Christine Perron indicated that there have been discussions for this option in the NHDOT Commissioner's office and this may be a possibility. Jill Edelmann noted that Historic Documentation Company recently completed a summary of all bridges crossing the Connecticut River; she would forward that report to Scott Newman for review. Further discussion regarding mitigation will take place between various stakeholders and will be discussed further at a future CRC meeting.

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