

BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: July 12, 2007

LOCATION OF CONFERENCES: JO Morton Building

ATTENDED BY: Nadine Peterson, Christine Perron, Sarah Ganley, Ashley Bushy, Marc Laurin, Pete Stamnas, Charlie Hood, and Dennis Danna, NHDOT; Jim Garvin and Linda Wilson, NHDHR; Bill O'Donnell FHWA; Jamie Paine, CLD; John Wilson and Aaron Seaman, Edwards and Kelcey; Mike Hansen, VHB; and Michael Vignale, KVPartners.

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

Thursday, July 12, 2007

Portsmouth (no project numbers): Atlantic Heights. Participant: Jamie Paine, CLD.

Jamie Paine of CLD presented a project for the City of Portsmouth. The project is another phase of the Atlantic Heights neighborhood roadway/utility improvements.

The project includes three phases of streetscape improvements to Raleigh Way, as well as changing the traffic pattern on the street (from two way traffic to one way). The project is HUD CDBG funded and is part of a multi-year multi-contract upgrade in the Atlantic Heights neighborhood. The project is planned for construction of three phases in each of the next three years: Phase 1 – 2008, Phase 2 – 2009 and Phase 3 – 2010. The City is investigating ways to build two phases in one year and pay back with the next year's appropriation, so it is possible the work could be completed in 2008 and 2009.

The work is within the City's ROW, with the exception of work to match in lawns and driveways. The roadway design (profile and cross-slopes) was developed to match as closely as possible to the existing ground along the ROW to minimize impacts to lawns and driveways. The City is pursuing easements for trees on private property in order to ensure the viability of the trees. There is one other area that ROW is being secured, at the corner of Saratoga and Raleigh. The sidewalk currently exists on private property, so the City is proposing to continue the existing use and formalize an easement to allow the use.

The proposed limits of the paved areas are similar to the existing out to out pavement areas that currently exist for most of the project. The most notable area where the project is widening over the existing impervious area is in the area of the ledge in Phase 2. A book depicting the history of Atlantic Heights (which was referred to by the chair of HDC in his response letter to our coordination letter with them) mentions this ledge and how the houses and driveways were situated around the ledge rather than being consistent with the home and driveway locations on the rest of the street. The neighborhood has raised this as a concern, and the proposed improvements include removing a portion of the ledge face

and the scrub brush around it to allow for a wider section for parking. The ledge-exposed face would act as the retaining wall in this section to continue what has historically been here.

The neighborhood is on the National Register of Historic Places. Early coordination with the Portsmouth Historical Society has occurred. The Atlantic Heights Neighborhood Association has been very involved in the project. Three public meetings and two on-site field days have been held with abutters to gain comments and consensus. The majority of the neighborhood is in support of the project as proposed.

NHDHR Determination

Linda Wilson will coordinate with the local historic society to ensure that she receives their input prior to making a final determination on the project's impact to historical resources. Edna Feighner was not able to attend the meeting to make a determination of the project's impact on archaeological resources.

Jamie provided Linda Wilson and Jim Garvin with plans of streetscape and utility improvements (mostly underneath the existing roadway footprint) for Edna's review. Her input is required to determine the project's impact on archaeological resources in the area. *CLD coordinated with Edna after the meeting and awaits both her and Linda's input.*

Farmington 14366 (no federal number). Participants: John Wilson and Aaron Seaman (aseaman@ekmail.com; jwilson@ekmail.com; 666-7181), Jacobs, Edwards, and Kelcey.

This project involves the replacement of the existing Ten Rod Road Bridge (State Bridge No. 080/086) over a tributary of Mad River as well as approach roadway improvements. The existing 16-foot bridge span consists of precast concrete deck panels supported by dry-laid stone abutments. The bridge structure will be approximately the same size as the existing structure, and roadway improvements will include approximately 400 feet of roadway widening from 22 feet to 24 feet and installation of guardrail and rip rap along embankments.

Jacobs Edwards and Kelcey proposes the use of a precast concrete arch structure due to feasibility.

- Excavation will be minimal and all work will be performed within the town right-of-way. As a result, wetland impacts are expected to be minimal.
- In conclusion, it was determined that no historical properties would be affected by the project.

Peterborough (14951). Participants: John Wilson and Aaron Seaman (aseaman@ekmail.com; jwilson@ekmail.com; 666-7181), Jacobs, Edwards, and Kelcey.

The project involves the replacement of the existing Old Greenfield Road Bridge over Bogle Brook (State Bridge No. 126/126) as well as approach roadway improvements. Old Greenfield Road over Bogle Brook consists of an aluminum plate arch culvert that sustained major damage during the recent flood events. The existing bridge was severely undermined and subsequently failed. Based on our initial site walk, the bridge structure is in need of replacement.

Jacobs Edwards and Kelcey will look at several bridge replacement options, and the most feasible option will be advanced into the concept design plans. The bridge structure will be approximately the same size as the existing structure. The roadway improvements will include installing guardrail on and

adjacent to the bridge and placing rip rap on embankments adjacent to the bridge's retaining walls, while maintaining approximately 400 feet of the existing roadway width of 20 feet.

Based upon preliminary roadway cross sections, we envision the impact to roadside wetlands will be very minor. The project will remain on top of the current embankment. Old Greenfield Road is listed as a Scenic roadway, and the project will be presented to the Peterborough planning board in that manner.

- The opening of the proposed structure will be relatively similar to the existing, but with increased hydraulic performance due to the skew of the proposed structure. Additionally, we propose to include a natural stream bottom.
- This project will be funded through FEMA and the state bridge aid program. There is currently no state project number for this project. FEMA participation will involve Section 106.
- In conclusion, it was determined that no historical properties would be affected by this project.

Concord, X-A000(085), 13860. Participants: Mike Hansen, VHB (mhansen@vhb.com).

A brief description of the project was given to the resource committee. Mike Hansen explained the sidewalk pieces that will be constructed in the Heights section of Concord. The project involves East Side Drive and Loudon, Chase, and Branch roads. It was explained that the project was filling in gaps between existing sidewalk areas and that all of the work would be done within the City's Rights of Way. But, there is a segment of overland trail that is being proposed between Pine Acres Road and East Side Drive, a portion of which was disturbed by the construction for 393. This will be a 5 foot paved walking path along the I-393 Right of Way.

The Committee has determined that there will be no historic properties affected by the project for all of its components.

Lebanon: Surplus Land, SP-2007-2. Participant: Christine Perron.

The owner of the former tenement building in the Westboro rail yard adjacent to Railroad Avenue currently leases the land on which the privately owned dwelling stands. However, the dwelling was purchased by the current owner's father from the Boston and Maine. He is requesting purchase of .38 acres of land associated with the dwelling.

Because the property contributes to a National Register District and is an important component of that district, it was agreed that the NHDOT could transfer the land if the deed of transfer included a preservation restriction on the treatment of the land. This restriction would protect archaeological resources and the landscape associated with the building. Future landowner(s) would be required to submit any future proposed construction or excavation on the property to NHDOT and NHDHR for review. In a follow-up discussion with Lou Barker (Rail & Transit), it was decided that a note would be included in the deed to require such a review. J. McKay will provide the necessary language for the deed. [The language was subsequently prepared and reviewed and accepted by NHDHR].

Hollis and Litchfield (District 5). Participants: Ashley Bushy and Sarah Ganley and Gary Clifford, District 5.

Gary Clifford, NHDOT Maintenance District 5 emailed Joyce McKay on July 2, 2007, requesting the evaluation of the potential National Register eligibility of two stone culverts in his district in the towns of Hollis and Litchfield. They had been compromised by the flooding of April of 2007. Two interns from the DOT, Sarah Ganley and Ashley Bushey, surveyed the culverts on July 5, 2007, as part of the statewide stone culvert survey project.

It was agreed that the box culvert in Hollis was eligible for the National Register and that it should be retained if possible. The stone box culvert in Hollis suffered damage to its wing walls and lintels, more severely at the culvert outlet than along its interior. It may be possible to restack the wing walls and lintels. A second concern is the “bulging” of one channel wall within the culvert passage. It is essential to determine whether or not this bulge is stable. This will require further investigation. If the problem with the culvert was hydrological, i.e. the culvert did not have the capacity to carry the current volumes of water, it may be necessary to install a bypass or overflow culvert, if the area is found to be free of archaeological resources.

The stone arch culvert surveyed in Litchfield has a concrete extension, which may have been installed prior to the 50-year eligibility cut-off. Therefore, the concrete extension may be considered relevant to the historic understanding of the evolution of the structure and the development of highway design, and the culvert is eligible for the National Register. Damage and distress suffered by the culvert is not readily apparent. More information concerning the type of stress experienced would need to be assessed in order to evaluate necessary action. Given the culvert’s proximity to the Merrimack River, generally a highly archaeologically sensitive location, inquiry into the site’s archaeological sensitivity would need to be undertaken.

Newbury 14819, X-A000(547). Participant: Michael Vignale, KV Partners LLC (mvignale@kvpllc.com).

The Transportation Enhancement project occurs in the village area of the Town of Newbury. Proposed construction consists of 2,000 feet of new sidewalks and the following elements:

- New granite curb along the edge of the roadway
- Intersection modification at 103/103A to improve pedestrian safety
- Minor roadway realignment to provide adequate room for the sidewalk at a retaining wall
- A pre-engineered pedestrian bridge
- Reconstruction of the existing parking lot
- Ornamental lighting
- Street trees
- Streetscape elements (i.e. benches, trash receptacles, bike racks, etc.)

It was noted that the Center Meetinghouse is a National Register of Historic Places Property.

- No work is proposed within the existing Center Meetinghouse property.
- Work in front to the property (within the State ROW) will consist of sidewalks, street trees, drainage and ornamental lighting. Grades in front of the property may need to be lowered to provide accessible sidewalks.
- Possible relocation of granite steps from the edge of pavement to behind the proposed sidewalk may require some grading.

- It was pointed out that depending on previous disturbance, this area might be archaeologically sensitive.

The dock/beach area is a public recreation area, which is open to the general public and not limited to Newbury residents. No modifications planned to docks or beach is planned under this project.

A drainage project is to be completed by NHDOT (District 2) this fall.

- This part of the project evolved from a cooperative effort between the Town, Lake Sunapee Protective Association, and NHDOT
- It includes water quality structures/drop inlets near the existing concrete culvert and two new drainage discharges

Project Schedule

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| ○ Survey Completed | June 30, 2007 |
| ○ Preliminary Discussion with Property Owners | July 2007 |
| ○ Public Meeting – Concept Presentation | July 28, 2007 |
| ○ Engineering/Environmental Study | August 2007 |
| ○ Preliminary Design Complete | August 2007 |
| ○ Public Meeting – Preliminary Design | August 25, 2007 |
| ○ Discussions with Property Owners | August 2007 |
| ○ Final Design Submitted | September 2007 |
| ○ Revised Final Design Submitted | October 2007 |

It was noted that two areas might be archaeologically sensitive, the one in front of the meetinghouse and the other in the vicinity of the bridge construction portion of the project. Possible impacts to potentially eligible buildings were not identified as yet. It was noted that this was simply a preliminary review of the project and further review would be needed when the preliminary design was complete.

Salem-Manchester 10418C, IM-IR-0931(174). Participants: Marc Laurin and Pete Stamnas.

P. Stamnas provided a brief update of the latest plans on the disposition of the Robert Armstrong House as part of the reconfiguration of the Common Man Restaurant property on Range Road (NH 111A) in Windham. Alex Ray, owner of the Common Man, is interested in maintaining ownership of the House and willing to accept restrictive covenants. He has stated to P. Stamnas that he will undertake repairs to roof of the ell soon. The back section, which is non-contributing, will most likely be removed as part of the site improvements without impacting the ell. The area where the two were attached would need to be closed. The Department will negotiate with Mr. Ray to have him perform the remaining stabilization on the House. The work will be done in advance of the Common Man reconfiguration project and the Department will reimburse them separately, from other ROW impacts, as part of a ROW settlement negotiations. This will be contingent on having the covenants placed on the House in advance of the highway construction project, scheduled for next year. The Department will be meeting with Mr. Ray within the next couple of weeks to finalize the negotiations.

J. McKay stated that Mr. Ray must be provided with a clear understanding of what is required to stabilize the House. This will include repairs to the roof, chimneys, foundations, securing the windows while assuring that proper ventilation is provided, taking appropriate measures on dealing with the water running through the basement, and most likely fumigation for mold. B. O'Donnell stated that Mr. Ray is concerned that what he does to the House will also be supported by the Windham Historical Commission. P. Stamnas stated that coordination with the Commission would occur as soon as

possible. L. Wilson asked how the NHDHR be assured that the stabilization would start soon. P. Stamnas suggested that if further discussions are needed, Mr. Ray could be invited to a monthly meeting. A copy of the proposed covenants has been sent to Mr. Ray for his review. L. Wilson suggested that NHDHR could provide him with past examples of similar undertakings (e.g.: Ira Upsham property in Concord). J. McKay stated that it would be beneficial to meet with Mr. Ray to discuss the expectations of the NH DOT and NH SHPO on the details of stabilization of the House.

Regarding the Ash Street Bridge, J. McKay stated that L. Monroe would be documenting the bridge this fall. There is also a need to discuss and address the commitments to advertise the Bridge and provide an exhibit at the Salem Rest Area. P. Stamnas stated that construction in the area of the Bridge is not scheduled until 2012, however the consultants contracts are scheduled to end in 2009 and it would be appropriate to get this resolved before then. J. McKay stated that the preparation of an exhibit would require that a new scope of work be added to the existing contract. The work effort would require the involvement of three different areas of expertise: documentation (to be done under current contract by L. Monroe); preparation of interpretative materials to be provided in the exhibit (i.e. basic exhibit components and text) and identification of associated graphics and artifact(s) that would be used; and the design and installing the exhibit. A brief discussion ensued on what would be appropriate to include in the exhibit, and whether it should be indoor and/or outdoor. Coordination on this issue with DHR will continue to occur as the scope of the exhibit is developed.

Programmatic Agreement. Participants: Nadine Peterson, Charlie Hood, and Dennis Danna.

N. Peterson noted that the purpose of this review was to finalize the document and insert any additional whereas clauses or content that was appropriate from other sources. J. McKay reviewed the draft PA and had several minor comments including adding a statement regarding DHR “green sheets” and following up on mitigation efforts and paginating the document. Participants then reviewed the Massachusetts PA that contained language that would benefit the NH PA. It was agreed that several whereas clauses should be added to the NH PA; a section regarding FHWA responsibilities would be added; and a statement that the programmatic promoted streamlining of the cultural resources review process would be appropriate. It was noted that the continued use of the agreement would be contingent on having professionally qualified staff to execute the responsibilities of the agreement. A brief discussion on how the PA should be processed ensued. It was concluded that NHDOT front office staff would be given an opportunity to review the document first. Once that review has occurred, the PA will be forwarded to Mary Ann Naber, FHWA Historic Preservation Officer for review.

Actions: N. Peterson will revise the document, prepare a transmittal letter for the front office, and coordinate through C. Hood to submit for review. [It was subsequently noted that perhaps the agreement should be posted on the website and list serves for public review before it was sent to the Advisory Council for review].

****Memos: Hampton 14532W**

Submitted by Joyce McKay, Cultural Resources Manager