

## BUREAU OF ENVIRONMENT

### CONFERENCE REPORT

**DATE OF CONFERENCES:** September 1 and 8, 2005

**LOCATION OF CONFERENCES:** JO Morton Building

**ATTENDED BY:** Kevin Nyhan, Mark Hemmerlein, Russ St. Pierre, Cathy Goodmen, Alex Vogt, Nancy Mayville, Don Lyford, Robert Barry, CR Willeke, and Ralph Sanders, NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Harry Kinter, FHWA; Rich Roach, ACOE; Michael Croteau, SEA; Meghan Theriault, Town of Goffstown; Mike Roberts and Sheila Charles, JMA; Cynthia May, CLD; Kathy Hersh, Community Development, City of Nashua; Deb Loiselle, DES; Christina Chadwick, Franklin Pierce Homestead; Matt Taylor, Hillsborough Town Planner; Jane Waters, Hillsborough Historical Society; Arlene Johns, HCFPG; Johanna Lyons and Allison McLean, DRED; John Theriault, Ames Architects and Engineering; Steve Haloran, Edwards and Kelcey; Kim Addie, HNTB; and Lorraine Merrill, resident, Town of Stratham.

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

#### **NOTES ON CONFERENCE**

*Thursday, September 1, 2005*

**Whitefield HP-STP-F-X-0351(008), P2953. Participant: Alex Vogt.**

A. Vogt stated that the NHDOT project would impact 2.5 acres of LCIP land in the Page Hill Historic District. The preferred mitigation measure for this impact was to add the frontage along four to five properties along US Route 3 to LCIP easement lands. This effort was intended to protect the scenic character and agricultural use of the area. However, none of the landowners in the area were interested in participating, and NHDOT was not prepared to condemn land to create the easement. For that reason, NHDOT is notifying NHDHR and OSP that it will place easements on the alternative site, the 60 acres within the Bean Farm. While this easement area does not front on NH Route 3, it does have some frontage along Colby Road. The original easement was 200 acres. A. Vogt indicated that he was in the process of notifying Steve Walker and Pete Helm at OSP of this change.

**Portsmouth-Kittery, BHF-X-T-0101(015), 13678. Participants: Nancy Mayville and Kevin Nyhan and Addie Kim, HNTB.**

The purpose of this meeting was to review the status of the alternatives analysis and preparation of an categorical exclusion, also known as an Environmental Study, for the Portsmouth Memorial Bridge (Route 1) Rehabilitation Project. Nancy Mayville opened the meeting by providing a status update on the project and explaining that the second phase of the study (Part B) will refine

the two design options selected for consideration at the conclusion of first phase (Part A) of the study: rehabilitation of the lift span or complete replacement of the lift span. The earlier study evaluated the structural condition of the bridge and looked at a range of options, including complete bridge replacement, a tunnel option, and bridge rehabilitation.

Nancy Mayville stated that the Portsmouth Memorial (Route 1) Bridge is half owned by the Maine Department of Transportation, which shares an abutment with the Memorial Bridge, and half owned by the NHDOT. The project also involves replacement of the Scott Avenue Bridge, under the Portsmouth bridge approach, which is owned by the City of Portsmouth.

Harry Kinter inquired about the level of environmental documentation and Section 4(f) requirements.

Nancy Mayville explained that the Part B study currently underway would involve preparation of an Environmental Study or Categorical Exclusion determination under the National Environmental Policy Act. A Section 4(f) Evaluation will be included in the Environmental Study Report.

Harry Kinter inquired about participation in the study by the Maine Department of Transportation (MEDOT). Nancy Mayville indicated that MEDOT has been invited to participate in meetings throughout the development of the project, and NHDOT will continue to reach out to MEDOT throughout the remainder of the study.

Richard Roach stated that the bridge replacement would require a U.S. Coast Guard permit. Addie Kim indicated that a notification had been sent to the First Coast Guard District inquiring about permit requirements, and a notification letter to the Newcastle Coast Guard office will also be sent as per last week's coordination meeting with NHDOT.

Richard Roach inquired about the right-of-way required and whether work on the Portsmouth approach will affect the Pier II Restaurant, which is currently closed. The plan for this property for redevelopment as condominiums was discussed. Nancy Mayville responded that the project will not take private property and will not affect access to adjoining properties during construction, including the City of Portsmouth's Prescott Park.

Nancy Mayville indicated that the project will involve public participation, with coordination with the City of Portsmouth, the Town of Kittery, a Portsmouth Citizen's Advisory Committee (CAC), and the public, and she requested that Addie Kim review the project schedule.

Addie Kim indicated that data collection efforts are well underway. Traffic counts and traffic intercept studies were conducted a few weeks ago to poll motorists, pedestrians and cyclists as to their preferences for bridge construction (1 to 1½ year complete bridge closure vs. 2-3 year alternating one-way traffic). A business survey will also be performed, polling local businesses as to their issues of concern and preferences for staging of bridge construction. Notification letters have been sent to federal and state agencies in both New Hampshire and Maine and to officials in the City of Portsmouth and Town of Kittery, inquiring about issues of concern and requesting information useful to the study. It is anticipated that the design options will be refined by early November, at which time an Effects Meeting with the cultural resource agencies would be held. Two rounds of meetings with municipal officials, the Portsmouth CAC, and the public are also scheduled at key decisions points to present project impacts and obtain input into the selection of the preferred alternative and development of mitigation measures. A kick-off meeting with the municipal officials is scheduled for mid-October, and the current schedule calls

for assessment of impacts and mitigation in November and December and the submittal of the Environmental Study Report to NHDOT by January 2005.

Harry Kinter indicated that the first kickoff meeting with public officials, as a public meeting, could be used as a Section 106 public participation meeting to obtain public input into consideration of cultural resources.

Joyce McKay stated that Preservation Company has indicated that a determination of eligibility for Memorial Park would be prepared by mid-October in time for an Effects Meeting in early November, and early indications from Preservation Company are that the park may be NR eligible. Addie Kim indicated that construction staged to accommodate alternating one-way traffic on the Portsmouth Memorial Bridge would require paving of Memorial Park, which is on the Portsmouth bridge approach. She stated that Independent Archaeology anticipates performing an archaeological investigation in Memorial Park in early November. It was discussed that this investigation would require a backhoe, but that work within the parking lot or roadway is not proposed to avoid interference with local traffic.

Harry Kinter inquired about excavating in other areas where remnants of historic docks might be encountered. Addie Kim indicated that there are safety concerns with excavating within the roadway embankment to depths of 20 feet that would be required to unearth these remains, as well as concerns about encountering groundwater. Archaeological monitoring during construction is proposed particularly along the embankment underneath the Scott Avenue Bridge instead to uncover any of these historic remains that may be encountered during project excavation.

J. McKay requested that Independent Archaeology Consulting prepare an End of Field report that would provide input into the Effects Determination. She indicated a concern that the City of Portsmouth plans to redesign Memorial Park and that future plans for this park should be requested for use in the Section 4(f) evaluation. Nancy Mayville indicated that plans for the park have been under discussion for some time to improve traffic circulation and would most likely not be available in time for use in preparing the Section 4(f) evaluation. It was agreed that a conceptual plan for the park would be sought from the City of Portsmouth. Nancy Mayville indicated that, if this plan is not available, the project should proceed with the Section 4(f) evaluation for project impacts on the park as it exists today.

Joyce McKay indicated that a Draft Historic Structures Report prepared for the project was the first of its kind in the country and was distributed for comment. Harry Kinter inquired whether this would serve as the HAER documentation if replacement of the lift span is required. Joyce McKay and Jim Garvin confirmed that the structures report is comprehensive and more than adequate to serve as HAER documentation for the project. Addie Kim indicated that the effects finding, determination of eligibility for Memorial Park, and results of Phase 1B Archaeological Investigations would be incorporated into the final Historic Structures Report for the project. She indicated that, even if the lift span is not replaced, the movable parts of the bridge that have exceeded their calculated fatigue life—the sheaves, trunnion, and cables—would need to be replaced and some of these have been replaced several times over the life of the bridge. The railing also has failed in places, is not high enough to protect pedestrians and cyclists, and would need to be replaced. The control tower for the bridge operator, which currently lifts with the bridge, is envisioned to be relocated to the side of the lift span under any rehabilitation scenario.

J. McKay indicated that costs and benefits and the reasons for selection of the preferred alternative should be documented to justify the alternatives selection for review by the SHPO and

FHWA. She indicated that coordination with the Maine SHPO has been performed, and a letter was received from Earl Shettleworth, the Maine State Historic Preservation Officer, approving the draft Historic Structures Report.

J. McKay requested that HNTB prepare a listing of local historic groups so that the Bureau could solicit the interest of consulting parties. Harry Kinter and Jim Garvin mentioned that local contacts should include the Kittery Historical Society, the Kittery Historical and Naval Museum, the shipyard historian (Jim Dolph), and the local historic district commission. Addie Kim indicated that HNTB has already contacted other local municipal officials and will compile a list of local historic contacts.

Harry Kinter mentioned that he would check with FHWA Maine Division to determine the extent of their involvement in the project.

Nancy Mayville indicated that the project is scheduled for advertising in October 2008. Final design (Part C) of the study will be completed in time for scheduled advertisement for construction.

**Goffstown 13687 (no federal #). Participant: Wade Brown and Michael Croteau, SEA and Meghan Theriault, Town of Goffstown. [Brown.wade.brown@seacon.com](mailto:Brown.wade.brown@seacon.com)**

The Town of Goffstown is proposing to replace the existing 21-foot span jack arch bridge with a 20-foot pre-cast concrete arch crossing Harry Brook on Henry Bridge Road. The existing bridge is in need of replacement due to its deteriorating condition. New footings and wing walls will be installed along with the structure. The Town will be reclaiming Henry Bridge Road and installing new drainage as part of this project. Rehabilitation will include widening the bridge to accommodate standard 12-foot travel lanes with a 2 foot shoulders. The hydraulic opening will be kept the same as there is no history of flooding. The proposed structure will maintain a natural stream bottom. The Town is not aware of any known historic structures, farms, or churches in the proximity of the bridge.

The project was presented including color photos of the bridge, a USGS Map, and the NHDOT bridge inspection report. Joyce McKay indicated that Edna Feighner of NH Division of Historical Resources did not find the project area to be archeologically sensitive. After some deliberation, the committee would like to preserve images of the existing formwork of the jack-arch bridge type still in place. It was concluded that there will be No Adverse Effect on Historic Resources because the following mitigation was included: a modified HAER document with 35 mm black and white photos of the bridge and site, mapping of the bridge and a map showing direction of photographs, a description, a discussion of its historical background and its construction type, and a photo description. The town of Goffstown agreed to have the modified Historic American Engineering Record document completed by a consultant, perhaps Lynne Monroe. Photos should be taken after the first frost. The Town will also take photos of the surrounding houses and forward to Linda Wilson and Joyce McKay.

**Goffstown 13695 (no federal #). Participants: Wade Brown and Michael Croteau, SEA and Meghan Theriault, Town of Goffstown.**

The Town of Goffstown would like to replace the existing bridge, which carries Mountain Road over Whittle Brook in Goffstown, New Hampshire (085/098). The existing bridge is an 11-foot, single span pipe-arch bridge with approximately 6” of gravel cover on top of the pipe. The latest bridge inspection report indicates the bridge was built in 1975 and has not been rebuilt. NHDHR agreed that the culvert would not be eligible for the National Register of Historic Places.

The existing bridge is in need of replacement. The new bridge and approach roadway will be constructed on-line with possible minor improvements to the horizontal and vertical profile. The proposed bridge will be pre-cast concrete with either pre-cast concrete wing walls or cast-in-place wing walls pending results of the engineering study. There are no known historic structures or buildings within the vicinity of the proposed project. Mountain road will be closed to through traffic with only one bridge being replaced at one time.

The project was presented including color photos of the bridge, a USGS Map, and the NHDOT bridge inspection report. Joyce McKay indicated that Edna Feighner of NH Division of Historical Resources did not find the project area to be archeologically sensitive. NHDHR has no concerns in replacing the existing bridge. The Cultural Resource Memorandum of Effect was filled out and signed stating that: “No Historic or Archeological Properties will be Affected”.

**Goffstown 13686 (no federal #). Participants: Wade Brown and Michael Croteau, SEA and Meghan Theriault, Town of Goffstown.**

The Town of Goffstown would like to replace the existing bridge, which carries Mountain Road over Whittle Brook in Goffstown, New Hampshire (085/100). The existing bridge is a 12-foot single span concrete slab on stone abutments. The latest bridge inspection report indicates the bridge was built in 1930 and has not been rebuilt. The NHDHR agreed that it is not eligible for the National Register of Historic Places.

The existing bridge is in need of replacement. The new bridge and approach roadway will be constructed on-line with possible minor improvements to the horizontal and vertical profile. The proposed bridge will be pre-cast concrete with either pre-cast concrete wing walls or cast-in-place wing walls pending results of the engineering study. There are no known historic structures or buildings within the vicinity of the proposed project. Mountain road will be closed to through traffic with only one bridge being replaced at one time.

The project was presented including color photos of the bridge, a USGS Map, and the NHDOT bridge inspection report. Joyce McKay indicated that Edna Feighner of NH Division of Historical Resources did not find the project area to be archeologically sensitive. NHDHR has no concerns in replacing the existing bridge. The Cultural Resource Memorandum of Effect was filled out and signed stating that: “No Historic or Archeological Properties will be Affected”.

**Goffstown (no state or federal #): Participants: Wade Brown and Michael Croteau, SEA and Meghan Theriault, Town of Goffstown.**

The Town of Goffstown would like to replace the existing bridge, which carries Mountain Road over Whittle Brook in Goffstown, New Hampshire. The bridge has no number, and there is no state project number. The existing bridge is a 9-foot single span metal pipe. Since the span is less than 10 feet, the DOT does not classify the pipe as a “Bridge,” and therefore there is no bridge inspection report. However, should the hydraulic study show that a 10-foot bridge span is needed, the bridge may be included under the Municipal Bridge program and receive funding.

The new bridge and approach roadway will be constructed on-line with possible minor improvements to the horizontal and vertical profile. The proposed bridge will be pre-cast concrete with either pre-cast concrete wing walls or cast-in-place wing walls pending results of the engineering study. There are no known historic structures or buildings within the vicinity of the proposed project. Mountain road will be closed to through traffic with only one bridge being replaced at one time.

The project was presented including color photos of the bridge and a USGS Map. Joyce McKay indicated that Edna Feighner of NH Division of Historical Resources did not find the project area to be archeologically sensitive. NHDHR has no concerns about replacing the existing bridge. The Cultural Resource Memorandum of Effect was filled out and signed stating that: “No Historic or Archaeological Properties will be Affected.”

**Plymouth 13538 (no federal #). Participants: Wade Brown and Michael Croteau, SEA.**

The Town would like to replace the existing metal pipe culvert that carries Reservoir Road over Clay Brook with a new future bridge No. 099/127 clear span bridge. Reservoir Road will be closed for traffic during the construction of the new bridge, and a detour will be established. The horizontal alignment will be maintained with minor modifications and the profile may be raised slightly to improve hydraulic capacity. Reservoir Road is downstream from the New Hebron Road Bridge, which has been reconstructed by the Town under the NHDOT Municipal Bridge Program in 2002.

There is no formal bridge inspection report for this “bridge” as the individual span is less than 10 feet, and defined as a culvert. Inspection of the site did not find any historical significance of this “bridge” or of any seemingly historical structures in the area.

The project was presented including color photos of the bridge and a USGS Map. Joyce McKay indicated that Edna Feighner of NH Division of Historical Resources did not find the project area to be archeologically sensitive. NHDHR has no concerns in replacing the existing bridge. The Cultural Resource Memorandum of Effect was filled out and signed stating that: “No Historic or Archaeological Properties will be Affected”.

**Merrimack Surplus Land, FG-F-TQF-051-1(16), SP-P2595. Participant: Joyce McKay.**

The NHDOT would like to Sell the triangular Boucher parcel along US Route 3 or the Daniel Webster Highway at Manchester Street between the Merrimack River and Pennichuck Brook. The request for the .6 acres is from The Thomas More College of Liberal Arts. There are currently 0 points of access. Assuming that the area had been significantly modified by the reconstruction of US Route 3 in that area, Edna Feighner indicated that the area was not archaeologically sensitive. There are no aboveground buildings or structures on the parcel.

**New London-Wilmot, X-A000(389), 14451: Participant: Kevin Nyhan.**

This project involves resurfacing and safety improvements along a portion of NH Route 11 in New London and Wilmot. The limits of work are from the Interstate 89 ramps at Exit 11, east approximately five (5) miles to the Andover/Wilmot town line. Proposed work includes pavement, drainage and guardrail improvements. Orange construction fencing will be placed between stationing 354+00 and 357+00 along the right-of-way line on the north side of the road to protect the mill remains. A “No Historic Properties Affected Memo” can be signed.

*Thursday, September 8, 2005*

**Lee 14387 (no federal #). Participant: Mark Hemmerlein.**

The NHDOT is proposing to improve the intersection of NH Route 125 and 152. The Department would like to move High Road that now intersects with NH Route 152 very close to the intersection to the west over a rock outcropping and a portion of a field. It has been noted that the Village of South Lee, a former railroad village along the Worchster and Portland Branch Railroad, once lay in the immediate vicinity. One small commercial building and a cluster of farms remain. E. Feighner requested a Phase IA survey that would include research at the Bureau of Rails examining the valuation maps.

**Nashua 11057 (currently no federal #). Participants: Mike Roberts and Sheila Charles, JMA; Cynthia May and Jamie Paine, CLD; Kathy Hersh, Planning, City of Nashua and other members of the steering committee; and Don Lyford and Russ St. Pierre.**

The meeting convened to discuss the next phase of research, the Phase IB. The city had requested that the whole site be examined. It was noted that a public presentation at the site, perhaps from the alley above the site, would be appropriate but that excavation with volunteers in the early stages of investigation at the site would be difficult. The potential for hazardous wastes would create a consider liability. It was thought that the middle school that is about a block away would be the most accessible and an interested audience.

It was agreed that if the consultant could provide copies of maps and text, the City of Nashua could mount them on panels at the site.

It was agreed that the city could clean up the trash on top of the site that is not related to its historic use. JMA will work with the city to identify the pieces to be hauled away. Snow fencing should also be placed around the site to protect the public from the area.

Mike Robert has been able to secure the services of Geophysical Survey Systems, Inc. to conduct ground-penetrating radar at the site as a demonstration project. GSSI has thus generously agreed to donate its services.

C. Hersh stated that the city did not have the capability to remove the floor. It was agreed that the HAER document of the aboveground industrial remains could be completed during construction. This cost is not included in the current contract.

When the fieldwork is completed, another meeting can be held on November 10 to review the end of field letter and draft mapping, information needed to create the landscape design. JMA stated that it would be possible to do weekly or bi-weekly progress reports to keep the city up to date on the progress of the archaeological work. Sheila Charles would coordinate with the Lombombarde family, which once owned the site.

### **Israel River Dam (#131.03) Lancaster, NH: Participant: Deb Loiselle, DES.**

Deb Loiselle stated that she was following up on the January 10, 2005 email response from Edna Feighner relative to the identification of existing standing structures and archaeological concerns relative to this potential dam removal project. D. Loiselle noted that a recent field review indicated there are no standing structures adjacent to, or in the vicinity of, the current dam. She referred everyone to the historical USGS maps from 1900 and 1935 that verified structures have not been in this area since 1900, with the exception of the dam. Although the current dam was built in 1981, NHDES-Dam Bureau files indicate there was a timber crib dam here previously presumed to have been built in 1935/1936. The 1935 USGS map shows that the dam was there in 1935. J. Garvin expressed some concern with the noted structure just downstream of the dam, near the current historic Mechanic Street Covered Bridge. After discussion amongst the NHDES and NHDHR representatives, it was determined that this was not a concern, nor relevant, for this particular project. D. Loiselle noted that she has had preliminary discussions with Ed Welch (Administrator of Bridge Maintenance) relative to the covered bridge and the potential dam removal. She will continue to coordinate with NHDOT as the project progresses.

E. Feighner reviewed the current photographs in addition to the 1936 photographs of the previous timber crib dam. D. Loiselle shared an ACOE project plan sheet for the current dam and noted that one of the footnotes stated, "existing concrete abutment to be removed". Based on this information, it is believed that the existing dam is in the same location as the previous dam. She further noted that because of this, any archaeological resources would most likely have been compromised. E. Feighner agreed. She also noted that the potential removal of the dam would not alter the flowages, velocities or bank erosion to the point that NHDHR would be concerned with the integrity of potential archaeological resources. A *No Historic Properties Affected Memo* can be signed.

**Statewide 13408 (Hampton Falls: Taylor River). Participant: Kevin Nyhan and Bob Landry and Deb Loiselle, DES.**

Kevin Nyhan opened the meeting and explained that this project was a cooperative project between NHDOT and NHDES. It serves to address a deficient culvert, ineffective fish ladder, and river restoration. NHDES is not only providing assistance but funding as well. This project is receiving funding from the NH Estuaries Project (NHEP) and the Gulf of Maine Council (GOMC) to partially fund a feasibility study. Several alternatives will be reviewed and analyzed as part of this feasibility study. NHDES-Dam Bureau files indicate that the Taylor River Pond Dam was built in 1949, and thus would need to be considered as a potential historic resource. A project area form will be done for this dam. In addition, project partners have asked that a cursory review be done on a dam upstream (more commonly known as the Rice Dam) because this is the next barrier to fish. K. Nyhan noted that we do not have permission to go on this property, and the owner is not interested in removing this dam based on conversations with NHDES Safety Inspector Grace Levergood. Both D. Loiselle and K. Nyhan agreed that a full-fledged project area form was not warranted at this time and felt that a qualitative (not quantitative) review was more appropriate for this first study phase. E. Feighner agreed. She did note that she would require the following minimal information: photo documentation, year of construction, constructed use, etc. This would provide NHDHR enough information to determine the significance of the Rice Dam. Based on the photos that D. Loiselle shared, the NHDHR sees this dam as a potential historic resource. J. Garvin noted that this seacoast area is noted for tide mills and other manufacturing. The Consultant should refer to the local Historical Society for this additional information.

H. Kinter inquired if there were any highway funds associated with this project. K. Nyhan and B. Landry indicated that there were not. D. Loiselle did note that there were federal funds (GOMC) and that Section 106 would need to be considered and adhered to as the project progresses, with ACOE as the lead federal agency.

E. Feighner further noted that an individual form for the dam would be required if a fish ladder were incorporated. If a nature-like fishway were incorporated, then the concern would be with the archaeological resources and no individual dam form would be required. In the eyes of NHDHR, E. Feighner noted that then when evaluating the alternatives for fish passage, dam removal is the least desired, fish ladders are middle of the road, and nature-like fishways are the most favorable. H. Kinter emphasized the importance of evaluation of all resources in the immediate area (i.e. Rice Dam) so that there is no “segmentation” issue.

**Tilton 13699 (no federal #). Participant: Bob Barry.**

The project reconstructs River Road between Church Street and Silver Lake Road. Some sewer lines are also being rebuilt. The project remains in the right-of-way except at the intersection of the project with Route 3 at the Tilton Nursery. This is a skewed intersection and will be realigned to permit tractor-trailer movement. This portion of the project will require the purchase of a small area, about 4000 square feet, within the nursery property. The nursery includes an old building, which is now used for an office and display area. The property may have some historical integrity, but the building is not being taken. Linda Wilson was not concerned with this potential impact. The project is near the Lochmere Site. The sewer installation portion of the project could impact a potentially sensitive area. E. Feighner noted that the University of Maine at Farmington had completed a survey in the area in association with the Franklin-Laconia

Bypass. The project is advertising in December 2005 or January 2006. E. Feighner indicated that University of Maine might have covered the area in during the testing of other portions of the project. If it did not, then the university should do a Phase IA assessment of archaeological sensitivity, and complete Phase IB systematic testing in sensitive areas. [R. Barry indicated on 9/22/05 that the University of Maine did a Phase IB on the entire line for the town. As far as the town could remember, there were no hot spots on Silver Lake Road. The report will be sent to R. Barry for review].

**Monroe-Barnet, A000(336), 14095. Participant: Cathy Goodmen, Mark Wittemore, and Joe Patusky.**

This project rehabilitates a historic truss bridge over the Connecticut River at McIndoe Falls Road and has been presented several times. A memo of no adverse effect was signed February 22, 2005. Currently the existing guardrail is attached to the trusses. This is a safety problem because if a vehicle hit the guardrail, the trusses could be damaged and/or allow the vehicle to fall into the river. The proposal is to put new W-beam guardrail in and attach it to the deck. There were no objections to this approach and the current memorandum is still in effect. Joe Patusky will send the plans and proposals will to Todd Sumner at the Vermont Agency of Transportation for their comments and input. [In an email dated 9/22/05, Todd Sumner indicated to Cathy Goodmen that Scott Newman was reluctant to approve the vehicle rail as currently proposed. S. Newman will be reaching either Jim Garvin or Joyce McKay about the matter.]

**Franklin Pierce Homestead. Participants: Den Danna, CR Willeke (District 4), Christina Chadwick (478-5465/c2plusr@comcast.net ) and Richard Harbour, Franklin Pierce Homestead; Matt Taylor, Hillsborough Town Planner; Jane and Stephen Waters (headvoicew@netscape.net, Gilman Shattuck (g\_shattuck@conknet.com), and Ellen Harbour, Hillsborough Historical Society (eharbour@localnet.com); Arlene Johns (ajohns@mcttelcom.com) and Abby Rand (riverrats@gsinet.net, HCPG; Johanna Lyons (jlyons@dred.state.nh.us) and Allison McLean, DRED; Peter Imse, Sulloway and Hollis-Walmart (pimse@sulloway.com).**

The NHDHR and DRED have a stewardship role in the review of visual and physical impacts resulting from Walmart's proposed facilities. L. Wilson and J. Garvin express concern about the impact of the facility on Hillsborough Lower Village, a National Register-eligible district from the sound, light, pollution, and general alteration of the cultural landscape of the village.

DRED has sent a letter to Carol Murray concerning the impacts of the transportation improvements associated with the project, but has not received a response.

E. Feighner noted that all parties had not been able to sit down and discuss the impacts. The requests for formal review have been segmented into at least three different review requests so that DHR has been unable to understand the project as a whole and the ramifications of its impacts. Walmart has failed to submit a plan of the entire project and associated documentation. There has been no response to requests for this information.

J. Garvin noted the state legislation regarding Heritage Landmarks, which allows for a review process separate from the Section 106 review. This additional review has also not been initiated, and full public participation has not occurred.

CR Willeke noted that, since this is a private development, District 4 is only looking at highway safety. The district is without authority to do additional reviews. NHDOT reviewed the needed safety improvements in the vicinity of the homestead with NHDHR at a previous SHPO meeting. The district has set out safety criteria that Walmart must follow, and it has modified its original plan to minimize any effects on the homestead. CR Willeke noted that along the proposed improvements near the Homestead it is unlikely that a wetland permit will be needed. There are no drainage issues being addressed by the district at this site.

J. Lyons agreed, saying that DRED also did not know the scope of the whole project. E. Feighner noted again that the segmented review has been a major problem with this project. Because the breadth and depth of the impacts to the Homestead and the Lower Village are not known, it is not clear which federal permits will be needed.

It was noted that there were also impacts associated with the intersection of Route 202 with West Main Street. The left-hand turn lane will need to be modified. This improvement would potentially direct more traffic through the Lower Village. It was thought that given the proposed facility Route 9 traffic needed long-term study.

L. Wilson agreed that a large part of the picture was missing. She expressed considerable concern about the impact on the integrity of the Lower Village. DOT studied the Lower Village when it improved Route 9, but chose a bypass, so that the documentation was never completed. She also requested an overview of the project including the building site, parking, drainage, etc as well as the impact on the state transportation network.

CR Willeke responded that NHDOT did not want to do a signal project at the routes 31 and 9 intersection. It is not warranted. He indicated that the town had requested a roundabout. He also explained that NHDOT's current proposal is intended to prevent stacking and reduction of noise and pollution resulting from it. Impact may be further minimized in final design.

In response to a request for detailed mapping of the project, P. Imse responded that extensive plans were on file with the Town of Hillsborough. At public hearings for the project, no impacts were noted that would trigger historic review.

E. Feighner stated that yes it was likely that federal permits were required including a storm water NOI through EPA. This review process goes through DES. The need for such a permit would trigger Section 106 review. She stated that she had requested more information for the requested reviews relating to the parking lot, but it not had been provided. Section 106 pulls together segmented projects such as this. E. Feighner concluded that the Section 106 had in fact been initiated by the three separate filings. She also noted the need for compliance with the state landmark law as well as the review process provided for in Section 227C of the RSA. All national landmarks are also considered to be state landmarks. The state law relating to landmarks is intended to protect them from events that diminish their value. This state law calls for a public hearing with analysis of impacts and comment. This later process can be coordinated with the Section 106 process, which also allows for public participation. P. Imse indicated that Section 106 and 227C still did not apply because their initiation is limited to funding.

E. Feigner requested that the Homestead and culturally related features and the Lower Village be placed on the design of the transportation improvement to better establish the impact of the project on the community and emphasized the need to see a design of the whole project. She also

requested that the known data about the Homestead and the Lower Village be superimposed on such a detailed plan for the purpose of review by the town, DRED, and DHR.

CR Willeke indicated that he would prefer that the town, historical society, and DHR gather this information because the project was not within NHDOT jurisdiction.

Discussion continued concerning a more unified approach to review, including a request for a NEPA document and cooperation based by Chapter 227C by L. Wilson and J. Lyons.

E. Feighner noted that Walmart had applied for a dredge/fill permit, indicating that a wetland was going to be impacted and triggering a DES SPGP and Section 106. Thus, it would be under the purview of the Army Corps to see that Section 106 is completed.

CR Willeke stated that he needed a letter from DHR with a copy to Peter Imse requesting full mapping of the project impacts. It was generally agreed that Section 106 was involved based on the dredge and fill permit and the need to approve the storm water plan. A follow-up meeting at the Homestead could then discuss the impacts.

**Peterborough 14006. Participant: Steve Halloran, Edwards and Kelcy, Manchester (666-7181).**

**Following Are the Key Points Discussed:**

**Action By:**

1. Steve Halloran presented a general overview of the above referenced project, including description of existing site features and proposed concept for replacement of the existing bridge.
2. The project was previously presented to the NHDOT Cultural Resource Agency Meeting on September 4, 2003 by CLD Engineers, who conducted the engineering study for the bridge. At that time a Memorandum of Effect was issued. The Town of Peterborough has retained Edwards and Kelcey to advance the project through Final Design and Construction.
3. The existing bridge (circa 1940 per NHDOT records) consists of a concrete jack-arch superstructure supported by concrete faced stone masonry abutments. Otter Brook flows over a small dam immediately upstream from the bridge.
4. The initial project concept, as identified in the engineering study, was to remove the existing jack-arch superstructure, remove a portion of the top of existing abutments, construct a new bearing seat on existing abutments, and construct a new superstructure consisting of prestressed concrete butted deck beams.
5. During Preliminary Design of the bridge, the replacement concept has been slightly revised, and EK desired to discuss and present the revisions at this meeting.

S. Halloran

6. The revised project concept is similar to the original concept with regard to superstructure. The revised substructure concept proposes to remove the top portion of existing abutments, and construct new concrete abutments set back behind the existing abutments.
7. There was discussion on the proposed bridge railing system to be used. Duffy Monahan (Peterborough Heritage Commission) was interested to see what rail system was being proposed. Steve Halloran described the system being proposed as one that may be better suited for a rural site like that at Gulf Road, instead of the heavy steel rail system used on Elm Street and Wilder Street, both of which are more urban settings.
8. There was discussion on the photographic and HAER-type documentation that is to be prepared for NHDHR/NHDOT files. Photos are to be processed as regular Black and White through the proper B&W photographic process. Earlier photos and write-up provided during the engineering study were not acceptable.
9. Edna Feigner identified that available information on the existing bridge contained in the files of NHDOT should be obtained and included in the submittal to NHDHR. S. Halloran
10. It was discussed that information from the Peterborough Historical Society regarding the existing bridge and site should be included in the submittal. Duffy Monahan offered to contact the Peterborough Historical Society to obtain the information. D. Monahan
11. New Black and White Photos (4"x6" - including negatives) of the existing bridge and site will be taken. A HAER-type written documentation of the bridge will also be prepared and submitted to Edna Feigner at NHDHR. S. Halloran
12. A new Memorandum of Effect was signed by Linda Wilson with a determination of "No Adverse Effect on Historical and Archaeological Properties" conditional upon consultation with and concurrence by the Peterborough Heritage Commission regarding the rail design.

**Londonderry 13015. Participant: Russ St. Pierre.**

R. St. Pierre reviewed a stone wall located on Bartley Hill Road that will be impacted during the intersection reconfiguration. After review, it was determined that the wall did not meet the criteria for reconstruction consideration.

**\*\*Memos:**

Other projects may also be reviewed.

c.c. J. Brillhart K. Cota N. Mayville Bill Cass  
C. Barleon, OSP C. Waszczuk D. Lyford  
V. Chase R. Roach, ACOE H. Kinter, FHWA

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