

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: December 6, 2018

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

John Butler
Sheila Charles
Ron Crickard
Jill Edelman
Marc Laurin
Don Lyford
Rebecca Martin

NHDHR
Laura Black
David Trubey

FHWA (via phone)
Jamie Sikora

**McFarland
Johnson**
Gene McCarthy
Jennifer Zorn

Town of Bow
Ken Blevens

**Bow Heritage
Commission**
Faye Johnson

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Bow-Concord 13742, T-A000(018) 1

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Participants: John Butler, Ron Crickard, Don Lyford, Marc Laurin, Rebecca Martin, NHDOT; Gene McCarthy, Jennifer Zorn, MJ; Faye Johnson, Bow Heritage Commission, Consulting Party; Kenneth Blevens (owner of the Upton House and Store), Interested Party.

This 4.5-mile project entails preliminary design of proposed improvements to the I-93 corridor between the I-89 interchange (Town of Bow) and Exit 15 (City of Concord). The following is a summary of the discussion that occurred during the December 6th, 2018 CRACM on the topic of Section 106 Mitigation for the adverse effects to two properties located in the Town of Bow.

Jill Edelman provided a summary of the purpose of the meeting which was to discuss the mitigation that may be appropriate to compensate for the loss of Lamora’s Garage and to lessen the visual or historic setting impact to the Upton House and Store. The impact to Lamora’s Garage will result from its full acquisition. The impact to the Upton House and Store will result from the change in the property setting since the new highway/ramp infrastructure will be moved closer to the property. Both properties are eligible for listing on the National Register of Historic Places. Laura Black provided a general summary of what mitigation or “compensation” means from the perspective of NHDHR and the Section 106 process.

Gene McCarthy provided a summary of the proposed changes to the area due to the proposed I-93 project design. He explained the location of the new ramps and provided an elevation view to illustrate how the proposed elevation of the new ramp is similar to the elevation of I-89 today. He illustrated that the top of the proposed ramp would be similar in elevation to the roof of the existing Lamora’s Garage structure. He explained that the new ramp will be located approximately

55 feet from the Upton House structure and approximately 22 feet from the property corner (northeast corner).

Kenneth Blevens (owner of the Upton House and Store) requested that the ramp be moved as far away from his property as possible. In addition, he inquired on the potential to purchase the adjacent lot to the Upton House (east side) to further protect his property.

Don Lyford agreed that the ramp would be evaluated during final design and would be moved further away, if possible. He also stated that Kenneth Blevens was free to buy the adjacent lot at any time from the current owner. He also said that if Kenneth Blevens owned the parcel at the time of the Department's right-of-way process, it was possible that only a partial acquisition would be needed as opposed to the full acquisition currently proposed.

Gene McCarthy provided a screen view of a textured retaining wall as an example of what type of retaining wall may be proposed during final design. The textured wall may help to lessen the aesthetic impacts to the Upton House.

Faye Johnson inquired on whether signage (or interpretive panel) that detailed the history of the Bow Mills area could be placed in front of the retaining wall. The group, especially Kenneth Blevens, expressed concerns relative to parking for anyone wanting to view the signage. Gene McCarthy stated that a sidewalk is present on the north side of Logging Hill Road and explained the current trail at the end of Valley Road leading to Route 3A will be eliminated, but will re-created as a sidewalk on the new road system.

Kenneth Blevens expressed concern about safe pedestrian access to view signage and the long-term problem of cars and trucks entering Valley Road, a dead-end street. The cars/trucks are unable to turn around properly.

Mr. Blevens inquired who would maintain any plantings. Gene McCarthy explained that the Town would need to agree to maintain any planting in a maintenance agreement. The same would be true for a sidewalk on Logging Hill Road.

Jennifer Zorn suggested signage could be place at either the Baker Free Library or at Town Hall where existing parking is present. Faye Johnson did not recommend the library option because it's too busy the Town Hall option may be feasible.

Gene inquired if the mitigation should be a physical panel and Faye responded that she would prefer that there is something physical. Faye explained that there are historic panels at parks and hiking areas in Bow and that these all look alike and are an easy to replace decal.

Jill Edelmann provided other examples of mitigation provided from other NHDOT projects. These included: Digital Booklets, Movable Display Panels as well as Interpretive Panels. She stated that whatever was proposed, the Town of Bow needed to agree to and support. Faye Johnson stated she would discuss the options with the Bow Heritage Commission and others to determine what might be acceptable and report back on this matter at the next meeting.

Kenneth Blevens inquired on the future of Valley Road. Gene McCarthy explained that the road will remain and will remain a dead-end, but will be shorter in length.

Faye Johnson stated it may be possible for the Bow Garden Club to maintain plantings/flowers along the retaining wall. Kenneth Blevens expressed his desire for a textured wall.

The group discussed the options for some type of aesthetic treatment or mural. The ideas included textures, scenes such as historic structures or a water wheel that would capture the history or past activities in the Bow Mills area. Jennifer Zorn agrees to research the cost to create a custom retaining wall such as one showing a historic scene or structure.

Kenneth Blevens inquired about lighting and requested that he be provided a drawing of what would be proposed. Don Lyford stated the town would need to maintain lighting. Gene explained that there are safety concerns with up lighting and that up lighting does not last long. Jennifer Zorn stated that MJ would present an image of what the retaining may look like to the group. Kenneth Blevens commented that a mirror image of the store would be interesting. Don Lyford mentioned an image of a mill building. Faye Johnson mentioned that they have historic photographs of some of the mills.

Kenneth Blevens inquired about the potential for damage to the Upton House from construction. Laura Black explained that the Department could include vibration monitoring in the Contract as part of the project as well as document before and after conditions. Laura Black commented that if there is damage to the Upton House, Section 106 could be reopened to look at physical adverse effects.

The group discussed potentially working on determining mitigation specifics during final design. Laura Black commented that the more that can be nailed down the better, so options should be researched. For the educational product, she would like to see what the product is and the timeline. Laura Black explained that DHR is seeking for MOAs to be more specific so that all parties understand the commitments.

In further discussion about the wall, Kenneth Blevens commented that he would like to see the final concept for the wall. Jill Edelmann commented that the wall design would be progressed, but that final placement, etc. would be determined during final design. There was concern expressed about potential cost of a site specific specialty wall. Don Lyford explained that he does understand there will be a cost and that he would like to see a concept and cost to determine it is reasonable.

The group discussed that the EA cannot be finalized without a signed MOA. Jennifer Zorn suggested trying to complete the MOA by March 1, 2019.

Kenneth Blevens inquired on whether the stream on his property could be moved as part of the project. Jennifer Zorn stated that this may not be possible due to the environmental regulations; however, she agreed to inquire with Preservation Company on the origin of the stream. The question was raised on whether it was constructed as part of a Works Progress Administration (WPA) project. Laura Black stated that the stream could be categorized as an “unanticipated discovery” if it was found to be a WPA constructed stream. Gene McCarthy stated that the stream would be reviewed in final design, but unless the project would impact it, there would not be work included to move the stream. Laura Black suggested that the water infrastructure be researched so that we know what needs to be protected during construction. Jennifer Zorn said that she would start by asking Lynn Monroe, as she would be anticipated to have the most information.

There was discussion of a noise issue- jake breaking from trucks.

The group discussed that MJ does not employ a landscape architect. Jennifer Zorn commented that MJ would brainstorm ways to show the wall, there are limitations, but she expressed that she does not want to 'short change' Kenneth Blevens.

Gene McCarthy offered to double check the size of the wall. Jennifer Zorn said that it will not be more than 25 feet high.

Jill Edelmann explained that the Town of Bow would have to agree to any proposed maintenance that the mitigation would require. The mitigation proposal would be detailed in a Memorandum of Agreement (MOA) that would need to be signed by the FHWA, NHDOT and the Town of Bow and possibly the Bow Heritage Commission.

It was agreed that the discussion would continue at a 2nd meeting in January 2019.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources Program

