

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: March 12, 2018 (rescheduled due to March 8, 2018 snow storm)

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Jill Edelmann
Sally Gunn
Rebecca Martin
Tobey Reynolds
Leah Savage

NHDHR

Laura Black

FHWA

Jamie Sikora

McFarland Johnson

Gene McCarthy
Jennifer Zorn

Consulting Party

Roy Schweiker

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

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Alton 41352 (no federal number)

Participants: Rebecca Martin, Leah Savage, Sally Gunn, Tobey Reynolds, NHDOT.

Initial meeting to present the design of the culvert replacement project and review impacts and easements.

Leah Savage provided an overview of the 41352 project, which proposes to replace a hybrid culvert located in Alton on NH Route 11 located east of the Gilford-Alton town line. In this area NH Route 11 is quite narrow. The culvert is comprised of three elements, at the outlet an extension of poured concrete blocks is visible and there is a corrugated metal pipe at the inlet of the structure. Between these two elements is a failing stone box culvert, 3 foot wide by 4 foot high. The original stone box culvert was constructed in 1918 and the extensions represent evidence of maintenance work/repairs. The need for the project is that the culvert is structurally failing. The stone box portion of the culvert under NH Route 11 is in poor condition, with stones caving inward on the top of the box. Flooding/overtopping of NH Route 11 is reported to occur at the culvert only during the Mother's Day flood. Batchelder Brook crosses under NH Route 11 through this culvert. The stream is a Tier 2 stream. L. Savage explained that the DOT Front Office has approved night time road closures to allow the project to have a small footprint and be built quickly.

A second stone box culvert, 7'high x 3.5'wide in fairly close proximity is located beneath the former Boston & Maine Railroad built in 1888 just downstream of the existing culvert. The outlet of the culvert beneath the former Boston & Maine Railroad is into Lake Winnepesaukee. The railroad culvert is in good condition and the replacement of the Route 11 culvert has been designed not to impact the railroad culvert. The railroad culvert is located only 85-feet downstream and is eligible for the National Register of Historic Places.

There are several factors controlling the design including a modern garage foundation in close proximity to the stream, closely located driveways, and aerial utility lines. There is very little cover

over the culvert in this location. The preferred alternative would include skewing the culvert to improve stream connectivity by matching into the stream's geometry. The new pipe is also proposed to be extended; 5 feet at the inlet to move the headwall beyond the clear zone, eliminating the need for guardrail on the inlet side and extending the outlet by 2 feet at the outlet, to provide guardrail with an adequate platform. The existing structure is 38 feet long and the proposed is 45 feet long. L. Savage showed a plan of where the stream is and where the preferred alternative would shift the stream. The velocities of water at various flow rates have been kept similar to the existing conditions by the proposed replacement design. L. Savage showed a plan that included the clearing line (some slope and temporary construction impacts). She explained that some impacts are slightly outside of the existing State owned right-of-way. L. Savage commented that the preferred alternative includes some minor impacts to some segmented stone walls. L. Savage explained that the existing guardrail at the culvert outlet and the modern black fence that are within the state owned right-of-way would be impacted. In addition, the new house located north of Route 11 and east of Batchelder Brook has installed a wooden ramp and some landscaping within the State owned right-of-way that will be impacted by the project. A potentially historic house had been on this lot, but was demolished (only the shed located east of the project area remains) and a larger new house was constructed adjacent the brook.

L. Savage explained that as a result of the recommendations from DHR to the project's RPR, there were 4 resources inventoried. At the DOE meeting, the railroad culvert was determined to be eligible (no impacts proposed), the highway culvert that is proposed to be replaced was determined not eligible, and two properties' inventories evaluated at the DOE meeting would benefit from some additional details about their tourism/recreational importance. Therefore, a determination of eligibility for these two properties (Batchelder House and Dugas House) was not made to date.

L. Savage explained that all project impacts are outside of the Dugas House property boundaries. Therefore, regardless of the determination for this property, no impacts are anticipated.

L. Savage described the evolving property boundaries of the Batchelder house. The current right-of-way is on the west side of Batchelder Brook, so the impacts proposed by the project are on the Gould (modern new house) property. L. Savage also showed the highway plan from the inventory, which seems to indicate that Batchelder Brook was the property line in the past. According to today's right-of-way the project impacts would all be within the Gould property. Laura Black shared that part of the DOE process is considering which boundaries are sensible for the properties from a historic resource perspective. L. Black commented that the question of the property boundary would be addressed by the consultant in the inventory form as well.

L. Black explained that the DOE committee would like to see some additional information about the recreational and tourism context of the area, could it be a mini-district? L. Black also shared that the DOE committee is also requesting that the inventories for the Batchelder and Dugas Houses be revised to include some additional mention of tourism and recreation in the integrity statements.

The group discussed that there are no FHWA funds for the project so 4(f) does not apply. The Army Corps of Engineers is the Lead Federal Agency due to the need for the wetland permit.

Jill Edelmann explained that the consultant has not had time to revise the inventory forms at this time. Sally Gunn explained that the group met with the Natural Resource Agencies and has

committed to plantings within the riprap for the new structure. L. Black inquired if the tree line would be maintained and L. Savage commented that there would only be minor tree removal, so there would still be a tree line. L. Black commented that since the design is minimizing impact, the project will likely have no adverse effect on any historic resources. The key is to maintain the tree line and vegetation. L. Black commented that the modern features (black property fence, ramp, landscaping) can be impacted, DOT will need to coordinate with the owners.

David Trubey asked for additional information about the stone walls that would be impacted. J. Edelman commented that we will follow the DOT Stonewall Policy. L. Savage explained that during final design they will tighten slopes where possible to minimize impacts to stonewalls.

L. Black commented that based on how the project was designed to minimize impacts, particularly to the railroad culvert, the project will likely be determined to have no adverse effect.

Bow-Concord 13742, T-A000(018)

Participants: Gene McCarthy, Jennifer Zorn, McFarland Johnson; Rebecca Martin, NHDOT; Roy Schweiker, Consulting Party

This 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 4.5-mile corridor is being evaluated as an entire corridor but also has been divided into four separate segments for discussion and development and analysis of alternatives. These segments include Exit 1 / I-89 Area, Exit 12 Area, Exit 13 Area and Exit 14/15 Area, which extends to Exit 1 on I-393.

Gene McCarthy, Sr. Project Manager, McFarland Johnson (MJ) presented the preferred alternative within each of the four segments. He detailed the public outreach efforts made through public informational meetings in 2017 and 2018. The following is a summary of the information shared by Gene McCarthy and Jennifer Zorn (MJ) for each of the four segments relative to historic structures and archaeological sensitive areas within the project study area.

Exit 1 / I-89 Area

Gene McCarthy provided a status of the Determinations of Eligibility (DOE) to date in this segment of the project. Some of the sites in Bow (Bow Mills Area) have not yet gone through the DOE process. A summary of the project impacts in this segment was provided by Gene McCarthy and Jennifer Zorn and includes the following:

The property located at 2 Logging Hill (residential) would be impacted in two locations by construction of the preferred alternative that involves a partial acquisition in the rear portion of the property and a partial acquisition in the front of the property. The remaining property at 2 Logging Hill (after the two partial acquisitions) may be impacted visually by the new ramp and retaining walls. It is possible that 2 Logging Hill may become a full acquisition.

The property located at 521 South Street (auto repair business) is proposed as a full property acquisition.

The property located at 2 Valley Street (residential) may be visually impacted by the new retaining wall along ramp.

(Note: Since this 3/12/18 meeting these three properties have been deemed eligible for the NR.)

The Pitco Factory located along Route 3A would not be impacted by the project since all work would occur within the existing right of way and not in proximity to the structures. The status of the DOE for this property is pending. Due to the current scope of the project impacts relative to historic resources are not anticipated. *(Note: Since this 3/12/18 meeting this property has been deemed not eligible for the NR.)*

Roy Schweiker (Consulting Party) commented on the existing trail located at the end of Valley Road and traverses through (and under) the I-89/I-93 Interchange and provides access to the east side of I-93 and to Route 3A. His concern was about the proposed loss of the trail and the potential historic nature of the trail (over 50 years old) and the accessibility it provides for many people throughout the year as an all-weather trail. He stated that in the winter months the snow becomes packed down and allows for passage on foot. Gene McCarthy explained that the trail would be replaced with sidewalks along the roadway.

Roy Schweiker expressed concern about the snow pile-up that would occur in the winter months from plowing which could make the sidewalks unpassable. He suggested that the new sidewalk could be separated from the roadway by 6 feet to prevent the snow bank from impacting the sidewalk.

Laura Black stated that she believed that was a valid point by Mr. Schweiker and the sidewalks can become unusable in the winter due to snow pile up.

Gene McCarthy stated that discussions with Town of Bow regarding winter maintenance would be necessary because NHDOT does not maintain sidewalks. Bow and Concord will have to commit to maintaining the sidewalks.

Laura Black asked if an off-set sidewalk is a possibility.

Gene McCarthy stated that several people have commented that a separate path is preferable. However, there are engineering challenges in meeting this request including geometry, but this can be reviewed further during final design.

Roy Schweiker suggested that if the sidewalk cannot be moved away from the road, then the sidewalk should be separated from the road with a vertical barrier.

Gene McCarthy stated that when sidewalks are separated from roadways, the preferred design includes space, like a grass strip, between the curb and the sidewalk. Gene asked if the trail was itself historic, because it was built as part of interchange on state property.

Jill Edelmann stated that the Interstate is exempt from Section 106 of the National Historic Preservation Act.

Jamie Sikora stated the trail would not be historic but could fall into the category of areas protected by Section 4(f) since it is a publically owned recreational resource that would be impacted by the project.

Jennifer Zorn provided a brief summary of the Phase 1A Archaeological Study for the entire project study area. She stated that the Phase 1A report had been completed and submitted to DHR and concurrence with the findings of the investigation has been received. Through the Phase 1A investigation, numerous archaeologically sensitive areas were identified throughout the study area. The commitment will be made in the NEPA document that a Phase 1B Archaeological Investigation will be conducted in the identified sensitive areas that would be impacted by the preferred alternative. This survey work will be done early in the Final Design phase of the project.

Exit 12 Area

Gene McCarthy provided a status of the DOEs to date for properties and areas in this segment of the project. A summary of the project impacts in this segment was provided by Gene McCarthy and Jennifer Zorn and includes the following:

Numerous structures on South Main Street have been evaluated and determined not to be eligible for the National Register. The DOE for the South Concord/Weeks Garden District was pending at the time of the meeting. *(Note: Since this 3/12/18 meeting this district has been deemed not eligible for the NR.)*

Gene McCarthy explained that there are a few property impacts proposed along the road edge of properties adjacent to (South Main Street) in order to accommodate the proposed widening of the roadway. Roy Schweiker stated that there is ample room to move the sidewalk away from the road on the east side. Gene McCarthy commented that, since the structures have been determined not eligible for the National Register, the alignment could possibly be shifted and would be reviewed in final design.

Laura Black inquired about the farm house (yellow) with an attached garage and its proximity to the project. Gene McCarthy showed the area in an aerial and street view and the farm house is well outside of the project area.

Exit 13 Area

Gene provided a status of the DOEs to date in this segment of the project. A summary of the project impacts in this segment was provided by Gene McCarthy and Jennifer Zorn and includes the following:

Gene McCarthy stated that the railroad corridor is a historic district but there is some confusion about the boundaries shown in the inventory form. Laura Black stated the historic corridor of BC+M Railroad extends the entire length of the railroad and, if the consultant didn't look at the entire railroad area of potential effect, this may need to be addressed.

Jill Edelmann stated that there are not many resources that might potentially be eligible in this area because the shopping complex wiped out many features. Gene McCarthy stated that the rail infrastructure in this part of the corridor is only track. The preferred alternative does propose grading along the edge of the railroad property to accommodate the wider roadway.

Roy Schweiker stated that Concord has historically had been well connected to the Merrimack River and he would like the land area that makes up the river's edge to be considered historic. He stated that the land area between I-93 and river should be considered a historic area and that there

is a need to consider restoring access between Concord and the river. He further stated that the Merrimack River Greenway Trail could be built through this area as part of this project. Gene McCarthy stated that a retaining wall to prevent impacts to the river bank is proposed by the preferred alternative.

Roy Schweiker requested that a pedestrian underpass be considered to provide access to the land adjacent to the Merrimack River on the east side of I-93.

Gene McCarthy explained that this area of the project was considered a “pinch point” where accommodating all desires is not possible due to restricted space. The preferred alternative was selected because it does not impact either the property or the two structures eligible for the National Register, located at 22 and 24 Bridge Street.

Gene McCarthy asked if access to river could be considered a historic resource. Laura Black stated it was not. Laura Black also stated that the connection of Concord to the river should be considered and that it is important that the project design avoids impacts that would make a bad situation worse. Re-establishing future access to the river from a historic and recreational perspective should not be compounded by short-sighted decisions.

Exit 14 / 15 Area

Gene McCarthy provided a status of the DOEs to date in this segment of the project. A summary of the project impacts in this segment was provided by Gene McCarthy and Jennifer Zorn and includes the following:

Gene McCarthy explained that this segment is the most urbanized segment and efforts were made in the design to avoid impacts to historic structures and properties. Most of the proposed improvements are confined to the existing roadway and State-owned right of way. The sites of note include: Ralph Pill Building located at 22 Bridge Street (eligible); Concord Electrical located at 24 Bridge Street (eligible); Robert J. Hart Building located at 50 Storrs Street (DOE pending); and, NHTI campus (DOE pending). *(Note: Since this 3/12/18 meeting the Robert J. Hart Building and the NHTI have been deemed eligible for the NR.)*

Gene McCarthy stated that discussions have occurred with NHTI about impacts proposed to the campus by the preferred alternative and they have provided information about planned future uses of the property. The NHTI Board of Directors plan for the future use of the property are being considered in the development of the project design.

Roy Schweiker stated that the road called College Drive was formerly called Fan Road. He stated that before the construction of I-93, many people that lived at higher ground, usually in the downtown of Concord, had farms along the river. These owners historically could walk across from Main Street to their farm. He requested a pedestrian crossing be considered under or over I-93 to reconnect this historic connection.

Gene McCarthy stated that the roadway improvements being made to Loudon Road area will be more comfortable for walking and biking, it will be more open.

Roy Schweiker asked if there were any FHWA guidelines and/or minimum placing requirements for providing pedestrian access across an interstate facility. Jamie Sikora said no. Gene

McCarthy stated that this type of access is currently not part of the project and he needs to defer this decision to the NHDOT.

Laura Black inquired about the cost of the pedestrian overpass that was constructed in Keene. Gene McCarthy stated it was quite expensive. Laura Black stated it would be good to explore a pedestrian crossing because of the state-owned land.

Gene McCarthy commented that construction money for this project is not available until 2024 and the order of construction is not yet known. The completion of the entire project is anticipated to take between 10 and 15 years.

To close out the discussion, Gene McCarthy stated that the Public hearing was planned for the middle of the summer of 2018 and the EA must be complete prior to the hearing. The EA must include the Effect Memo.

Laura Black requested that the project team provide Effect Tables for DHR to review and to assist in the Effect Determination. She requested Effect Tables for all sites deemed eligible in the study area.

It was agreed by Laura Black and Jill Edelman that the Phase 1B Archaeological Investigation needed for sensitive areas impacted by the preferred alternative will be conducted in the Final Design phase of the project and this will be stated as a commitment in the NEPA document and specified in the MOA document.

Jamie Sikora that the Memorandum of Agreement on these matters does not need to be complete until the Revised NEPA EA is published.

Laura Black requested that she be notified of any correspondence with the project's Consulting Parties.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

New Hampshire Department of Transportation Cultural Resources Agency Coordination Meeting

Date March 12, 2018

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

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