

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: October 10, 2019

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Keith Cota
Ron Crickard
Jill Edelmann
Tom Jamison
Bob Juliano
Ron Kleiner
Marc Laurin

FHWA

Jamie Sikora (via phone)

NHDHR

Laura Black
David Trubey

NH RTP

Alexis Rudko

VHB

Greg Bakos
Hannah Beato
Nicole Benjamin-Ma
Greg Goodrich
Peter Walker

City of Concord

Martha Drukker

**City of Manchester
(DPW)**

Todd Connors
Owen Friend-Gray

Consulting Parties

Kitty Henderson (phone)

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

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Manchester 29811, X-A004(311)

Participants: Greg Bakos, Nicole Benjamin-Ma, VHB; Owen Friend-Gray, Todd Connors, Mark Gomez, City of Manchester; Ron Crickard, NHDOT

The intent of this meeting was to continue consultation for the South Manchester Rail Trail Project between Perimeter Road and Gold Street, including discussion of the submitted alternatives analysis and project effects, and mitigation suggestions presented in a memo provided by VHB prior to the meeting.

G. Bakos made a short summary presentation to reacquaint attendees with the project.

- The north slope of the Cohas Trestle Bridge needs to be reconstructed, and a stone culvert failure needs to be addressed. Both resources have been determined eligible for the National Register.
- As presented in the alternatives analysis, cost estimates of different treatments reusing the stone blocks at each resource were completed through consultation with the Stone Trust and a local contractor who has completed stonework with a qualified stonemason.
 - While reconstruction of the historic stone abutment at the bridge is feasible, there isn't funding to execute this strategy.

- Additional CMAQ funding has already been acquired, but there isn't an opportunity to pursue additional resources for the historic abutment reconstruction.
- L. Black noted it was encouraging to hear about the interaction with the Stone Trust, which should help foster more communication between engineers and stonemasons and potentially introduce reuse options during the grant writing and project scoping stages.
- The preferred alternative for the Cohas Trestle Bridge including rehabilitation of the bridge and north abutment, repairing and replacing wooden members in-kind when necessary, and construction of a rip rap slope in place of the north abutment to retain the north approach fill. The preferred alternative for the stone culvert involved replacing the collapsed inlet portion of the culvert with a concrete box, reusing the fascia stones on the exterior to preserve the original exterior appearance.
- There was a discussion about how priorities are set within project budgets; J. Edelman noted that CMAQ funding is particularly competitive and can only be used directly for transportation activities (not used for landscaping portions of the project, for example).
- Examples of possible new railings for the bridge were presented for input. L. Black noted it should be unobtrusive (are you seeing mostly sky through it, or the actual railing?). There were a couple of examples with qualities that the group collectively felt were appropriate.

The project would result in an adverse effect to both properties, and attendees discussed potential mitigation.

- As noted in the memo regarding mitigation ideas, there is little current interpretation to build on. This leaves several potential options for interpretive themes, which were supported by NHDHR.
- VHB/NHDOT will prepare the effects table/memo, e106 package, and MOA.
- D. Trubey noted that in one of the photographs in the presentation, taken while water levels were very low, there appear to be metal objects/artifacts in the channel. He requested that the City confirm whether these items are still there, and what they might be. Perhaps there may be a way to conserve them? The City will check at the site.

Concord 15878 - Birchdale Road Bridge over Bela Brook (R&C 9980)

Participants: Greg Goodrich, Quinn Stuart, Peter Walker, VHB; Martha Drukker, City of Concord; Ron Kleiner, Ron Crickard, NHDOT

The intent of this meeting was to discuss alternatives, effects, and potential mitigation for the Birchdale Road Bridge over Bela Brook (Bridge No. 193/027). This is a state aid project being completed by the City of Concord, involving two bridges. NHDHR inventory forms were completed for both bridges; the Birchdale Road Bridge was determined eligible for the National Register.

G. Goodrich provided a slide presentation on the context and condition of the bridge, and project needs.

- The current bridge, constructed 1930-31, has a very small opening and little freeboard. This has resulted in flooding and deterioration.
- The hydraulics are the major obstacle to a rehabilitation approach, but it is also difficult to increase the load capacity of the bridge through rehabilitation.
- The span would be widened through the project approximately six to seven feet to accommodate a shoulder for multiple reasons. The road is part of a snowmobile route. Also, the City intends to install a dry hydrant on the bridge, as there is no current fire protection in this section of the city. A shoulder

would allow snowmobile traffic and fire department access to the hydrant while allowing one-way vehicular traffic to continue across the bridge.

The project would result in an adverse effect, and attendees discussed potential mitigation.

- L. Black suggested that an adverse effects table and effects memorandum can be prepared and submitted for review together (VHB will prepare)
- NHDOT has previously compiled an annotated bibliography on Langley, and there was discussion whether information could be expanded into a monograph of his work (similar to the John William Storrs monograph). Storrs had a more varied legacy, however, and Langley's career does not lend itself well to the preparation of a monograph.
- It was agreed that an alternate site was not a good place for interpretation in this situation.
- M. Drukker reported that Concord has been working with UNH on a pilot program for preventative bridge maintenance for use in municipalities. It includes a tablet-based survey application to program necessary repairs and fixes. Perhaps mitigation could tie into this program.
 - There was discussion about whether this pilot program overlaps or duplicates efforts underway through NHDOT's historic bridge inventory and management plan.
 - J. Edelmann asked what might be a separable task of this pilot program that is appropriate mitigation for the Birchdale Bridge? Sponsorship of training, developing a checklist for municipalities, developing the survey application?
 - The City of Concord is expecting a few similar bridge projects in the near future – J. Edelmann suggested a programmatic agreement for these workhorse bridge projects may be appropriate, with a single mitigation package.
 - It was decided that a group discussion is needed before the mitigation measures can be formulated, to understand how the two bridge management initiatives can work together, and get a better understanding of the City's program.
- VHB can prepare the effects table/memo and e106 package now, while mitigation discussions are ongoing.
- J. Edelmann will coordinate a meeting with NHDHR and the City.

Newington-Dover 11238S, NHS-027-1(037)

Participants: Peter Walker, Greg Goodrich, Nicole Benjamin-Ma, Hannah Beato, VHG; Keith Cota, Ron Crickard, Marc Laurin, NHDOT; Kitty Henderson, Consulting Parties

Continued consultation to finalize Effects Memo based on results of Bloody Point Historic District Area Form and determination that the area was not eligible, and discussion of mitigation options.

The intent of this meeting was to discuss the updated adverse effect memo, which incorporates eligibility and effects findings that have occurred since the circulation of the draft memo prior to the July meeting. This meeting also continued consultation discussions regarding project timeline and mitigation, including new mitigation suggestions.

The Bloody Point Area inventory form and determination of effect (DOE), updated draft adverse effects memo and ongoing list of mitigation measure suggestions were circulated to NHDHR, the Consulting and Interested Parties prior to the meeting.

Bloody Point Area:

- At the July meeting, L. Pickering mentioned the local historic district at Bloody Point in Newington, and its potential eligibility for the National Register. NHDHR had suggested development of a technical memorandum to document NR eligibility status as discussions of the integrity of the property seem to indicate that the area is unlikely to be eligible; however, upon consultation with FHWA's Federal Preservation Officer (FPO) David Clarke, NHDOT developed an Area Form for the potential historic district.
- The DOE Committee concurred with DOT and FHWA that the Bloody Point Area is not eligible for listing in the National Register.

Updated Adverse Effect Memo:

- The draft adverse effect memo has been updated to reflect the eligibility determination for the Bloody Point Area
- FHWA, NHDOT, and NHDHR agreed on a finding of no adverse effect to the Newington Railroad Depot and Toll House (NWN0168).
- L. Black requested that the Consulting Parties, Interested Parties, and NHDHR have the opportunity to comment on the updated adverse effect memo for a period of time after this meeting (*see Action Items and Next Steps*).
- Once the adverse effect memo is signed, documentation will be provided to the Advisory Council on Historic Preservation (ACHP) on any disagreement from the Consulting Parties.

Mitigation:

- The City of Dover has not provided mitigation suggestions as of this meeting, and NHDOT is following up with the City. K. Cota reported that previous informal discussions with the City indicated that its mitigation focus is enhancing the public use of Hilton Park.
- A new mitigation suggestion was added to the mitigation measures list of ideas, regarding the integration of the in-process NHDOT historic bridge inventory with EMMIT.
- NHDOT expressed concern over assuming sole financial responsibility for suggested rehabilitation-related mitigation measures for Town of Newington property, and that NHDOT would be more comfortable if the benefitting municipality commits to a financial investment as well.
- Conversation amongst the group discussed the refinement of the list of mitigation suggestions.
 - L. Black commented that since so many mitigation options exist directly related to the General Sullivan Bridge (GSB) and proximate historic resources, consideration of mitigation measures that don't have a direct connection to the project (such as the Old Stone School) should not be necessary.
 - K. Henderson expressed that since we are mitigating for the loss of a very significant bridge, our mitigation focus should be on the GSB rather than off-site mitigation.
 - There was discussion regarding whether the full list of potential mitigation ideas should be included in the Draft Supplemental Environmental Impact Statement (SEIS), or a refined list of preferred measures.

- The draft SEIS will include the full list of mitigation ideas. J. Sikora suggested that discussion in the SEIS can include explanations regarding the viability of certain measures.
 - The preferred measures will be presented at the public informational meeting anticipated in early 2020, which will solicit additional input on mitigation and explain that not all ideas may end up moving forward.
 - L. Black suggested the presentation at the public meeting discuss the exact adverse effects being mitigated, to inform peoples’ input.
 - If complete at the time of publication, the draft Memorandum of Agreement (MOA) will be appended to the Draft SEIS in order to provide the public with an opportunity to comment.
- If needed, a mitigation-focused cultural resources agency coordination meeting will be scheduled prior to the public informational meeting.

Action Items & Next Steps:

- NHDOT will provide a due date for comments on the effects memo, scheduled to allow Dover and Newington to review and discuss at their respective town historical meetings.
- Discussions regarding the development of mitigation measures will continue; NHDOT will send a reminder for Consulting and Interested Parties to provide additional suggestions and comments. NHDOT will further investigate mitigation options that were developed by the States of NY and VT for the comparable Lake Champlain bridge.

DNCR- Recreational Trails Program (RTP) Projects 2020

Participants: Alexis Rudko, DNCR

A yearly review for cultural and historical impacts was conducted for projected DNCR Recreational Trails Program projects. In preparation for this meeting, Alexis Rudko delivered summaries, photos, maps & NHB reviews of all applicable 2020 RTP projects to the State Historical Preservation Office for review of cultural and historical impacts. Dave Trubey, Laura Black and Jillian Edelmann reviewed all 2020 RTP projects and gave determination as to whether or not the projects needed further reviews.

Post Meeting Action Items

At the October 10, 2019 meeting, nine 2019 RTP projects were determined to need further review and were discussed for potential impacts to cultural resources. All project sponsors for the nine RTP projects were contacted for further clarification on the projects’ scope. The Town of Nottingham was determined to need a Phase 1A study but the town decided to rescind their application for funding bringing the total number down to eight. These responses were submitted to the Division of Historic resources. Historic Resources reviewed the responses and provided status updates to all of the eight projects. All projects on the attached spreadsheet were cleared by SHPO except for the following:

Project	Project Organization	CR Program Comments/Action
RTP 20-22	Town of Durham	Phase 1A study needed
RTP 20-TB7	Bureau of Trails (DNCR)	Need to meet Secretary Standards.

RTP 20-TB8	Bureau of Trails (DNCR)	Needs to meet Secretary Standards & Needs approval from Easement Program Coordinator
RTP 20-TB13	Bureau of Trails (DNCR)	Consultation with Forest Archaeologist of the White Mountain National Forest.

- 1) RTP 20-22: The Town of Durham performed a Phase 1A archeological study for their project area and submitted the results to the Division of Historic Resources. The study concluded that the project area exhibited no archeological sensitivity and no further action is required. The Division of Historic Resources agreed with this conclusion.

- 2) RTP 20-TB7: The Department of Natural and Cultural Resources through the Division of Parks and Recreation (Bureau of Trails) will be repairing a historic bridge on the Presidential Rail Line in Randolph, NH. The project will require the bridge to be removed to access the abutment, which is in need of repairs. Because of the historic nature of this bridge, the Division of Historic Resources met with the Trails Bureau District 1 supervisor and RTP coordinator on November 15, 2019 at the bridge site in order to discuss a plan to repair this bridge's abutments without destroying the historic character of the bridge. The Historic Resource Division provided copies of the Secretary of the Interior's Standards for historic rehabilitation which will be used as guidelines for construction and these standards will be given to the selected contractor for the project.

- 3) RTP 20-TB8: The Department of Natural and Cultural Resources through the Division of Parks and Recreation (Bureau of Trails) will be performing repairs on a non-historic snowmobile bridge that lies within the Lucknow Boundary Easement (Castle in the Clouds) in Moultonborough, NH. On November 8th, 2019, the Division of Historic Resources met with the Trails Bureau District 2 supervisor and RTP Coordinator on site to compose a construction plan to meet the Secretary of the Interior's standards 9 and 10 for historic rehabilitation. This project, being located within the Lucknow Easement boundary, also needed to have the Easement Program Coordinator's approval prior to commencement. The Easement Program Coordinator was present at the November 8th meeting on site and agreed with the construction plan discussed, which was detailed in the letter to the Executive Director of the Castle in the Clouds dated 11/18/19. (See attached Letter Dated November 18, 2019).

- 4) RTP 20-TB13: The Department of Natural and Cultural Resources through the Division of Parks and Recreation (Bureau of Trails) will be constructing a reroute of an existing snowmobile trail in Lincoln, NH. The Trails Bureau District 1 supervisor and RTP Coordinator will be conducting a field survey for known historical resources with the Heritage Program Manager of the White Mountain National Forest in Spring 2020. Any known historic resources on the proposed reroute will be located in order to inform the construction staff to avoid any potential adverse effects to known historical resources.

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

Submitted by: Sheila Charles and Jill Edelman, Cultural Resources

New Hampshire Department of Transportation Cultural Resources Agency Coordination Meeting

Date October 10, 2019

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

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