

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: April 14, 2022

LOCATION OF CONFERENCE: Zoom Meeting

ATTENDED BY:

NHDOT

Sheila Charles
Jill Edelmann
Jon Evans
Patrick Herlihy
Tom Jameson
Kevin Russell
Shelley Winters

NHDHR/NHDNCR

Laura Black
David Trubey

FHWA

Jamie Sikora

FTA

Eric Papetti
Michelle Muhlanger
Ryan Bartlett
Charles Dyer

**Narragansett Indian
Tribal Historic
Preservation Officer**
Cora Peirce

**Penobscot Nation
Tribal Historic
Preservation Officer**
Chris Sockalexis

AECOM

Dan Cassedy
David Derrig
Joel Dworsky
Jay Doyle
Emily Everett

VHB

Frank Koczalka
Quinn Stuart

NH Rail Trails Coalition

Dave Topham

City of Manchester

Owen Friend-Gray
Jonathan Golden
Mark Gomez

Manchester Heritage Commission

Stanley Garrity

Town of Bedford

Jillian Harris

Town of Conway

Paul Degliangeli

Underwood

Engineering
Billy Kitchens
David Mercier

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Conway 40638, X-A004(446)	1
Manchester 29811, X-A004(311)	2
Nashua-Manchester 40818 (FTA)	5

Conway 40638, X-A004(446)

Participants: Frank Koczalka, Quinn Stuart, VHB; Billy Kitchens, David Mercier, Underwood Engineers; Paul Degliangeli, Town of Conway; Jon Evans, Kevin Russell, NHDOT

Consultation to discuss NHDHR Response to RPR pertaining to Main Street Infrastructure Improvements (Eastern Project), specifically the request for new and updated inventory forms.

The Main Street Eastern Project plans to reconfigure and reconstruct the NH16/113 intersection so that NH16 becomes the primary through movement and provide additional approaching lanes along Washington and Pleasant Streets at the NH16 intersection. The purpose of this meeting is to discuss the NHDHR Response to RPR pertaining to the request for New and Updated Inventory Forms.

Quinn Stuart (VHB) provided an overview of the project including the recent Request for Project Review (RPR) submitted to NHDHR on February 2, 2022, and the NHDHR responses on February 16, 2022, which noted no archeological concerns were identified. NHDHR recommended “selection of Individual Inventory forms, as well as two form updates and provide comments from Conway Public Library regarding the new design as they had critical concerns in the past.”

Quinn presented plans that showed the proposed roadway improvements and property impacts for the project. Each property was discussed independently to discuss the impacts and eligibility. Two previously determined eligible properties and three newly identified properties over 50 years old where the project will physically impact the property were identified for additional study to aid in the effects assessment.

Laura Black (NHDHR) recommended getting comments from the Conway Library regarding the proposed changes to the project, particularly in regard to the new design for the library property. Paul Degliangeli (Town of Conway) asked Billy Kitchens (Underwood Engineers) if the Library was notified. Billy confirmed and noted that they have an April 19 meeting, that plan to discuss the project. Paul mentioned that he plans to attend.

The building currently occupied by Consolidated Communications is a 1954 building. Quinn stated that there are no physical impacts, just driveway and slope impacts. Laura stated that she doesn't think this property needs a form.

Action Items

- › New NHDHR Inventory Forms are required for three properties – 13 Main Street, 23 Main Street, and 24 Pleasant Street.
- › NHDHR Inventory Form Updates are required for two properties – 6 Pleasant Street and 7 Greenwood Avenue.

Manchester 29811, X-A004(311)

Participants: Frank Koczalka, Quinn Stuart, VHB; Stan Garrity, Manchester Heritage Commission; Mark Gomez, Owen Friend-Gray, City of Manchester; David Topham, NH Granite State Rail Trail Corridor (GSRT)/NH Rail Trails Coalition; Jon Evans, Tom Jameson, NHDOT

Continued consultation on the South Manchester Rail Trail Project (SMRT) to discuss the interpretive panel topic options. As part of the project a memorandum of agreement was executed stipulating the production and installation of interpretive signs/panels along the route of the trail.

The South Manchester Rail Trail (SMRT) Project plans to construct a multi-use trail along the former Manchester-Lawrence Railroad (M&LRR) corridor between Perimeter Road and Gold Street in Manchester. The purpose of this meeting is to continue discussion on Stipulation 2 of the Memorandum of Agreement (MOA), which was executed on August 20, 2020. Stipulation 2 pertains to interpretive signs/panels about the historic railroad and its resources to be installed along the trail route.

Stipulation 2 of the MOA is as follows:

2. *The City will commission three outside interpretive signs/panels about the historic railroad and its resources to be installed along the trail route. The cost of this interpretive program shall not exceed \$30,000 for the cost of development, fabrication, and installation. Development of the panels will be overseen by a 36 CFR 61 qualified Architectural Historian. NHDOT, NHDHR and the Manchester Heritage Commission will each be provided 30 days to review and comment on the draft text of each panel.*
 - a. *One text-only sign will be installed alongside reused granite blocks at the southern trail entrance at Perimeter Road, explaining that they were formerly part of the Cohas Brook Trestle Bridge.*
 - b. *Two interpretive panels incorporating text and images will be installed proximate to the multi-use path at the Cohas Brook Trestle Bridge. NHDHR and the City will be consulted on the final locations for the two interpretive panels.*

The interpretive panels are anticipated to examine one or more of the following themes:

- *Manchester & Lawrence Railroad History (M&LRR): Interpretation may include a history of the railroad line with a map of the route, with subtopics including major businesses that benefited from the railroad, former stations, railroad cars that used to operate along the route, or photographs from the construction of the railroad (if extant).*
- *Trestle Bridge Design: Topics on such a sign may include a graphic showing the parts of a wood trestle bridge (above and below the water), where the bridge type is most useful, and a closeup of a member joint to show how bents are fitted together.*
- *Rehabilitation of the Cohas Brook Trestle Bridge: A panel would be developed to highlight the work that the City is doing at the site, with information about the rehabilitation efforts of the bridge accompanied by a diagram showing where pieces were repaired or replaced.*
- *Hand Construction of Railroads: Part of the M&LRR's historic significance derives from its achievement as a particularly impressive engineering undertaking that largely utilized hand tools. Information about the tools and techniques used in mid-nineteenth century railroad construction, illustrated by images of the tools, would be depicted on the panel. Local/regional railroad repositories and enthusiast groups, as well as the Society for Industrial Archaeology's New England North Chapter, may be helpful in developing content for this topic.*

Quinn Stuart (VHB) provided a summary from the previous NHDOT Cultural Resources Agency Coordination Meeting on January 13, 2022. The NHDOT, NHDHR and the Manchester Heritage Commission agreed at that meeting that the second panel will focus on the hand construction of railroads using the trestle bridge and granite culvert design and construction as an example of said hand construction.

Quinn continued that NHDOT, NHDHR, and the Manchester Heritage Commission also agreed at the January 2022 meeting that the third panel would focus on the history, or an aspect of the history, of the Manchester & Lawrence Railroad (M&LRR). VHB was tasked with populating a list of viable M&LRR history-focused topics for the consulting parties to discuss and decide on the final topic. VHB developed a memo explaining the preliminary research that was conducted which was provided to the attendees prior the meeting. The results were:

- Pine Hill Park – Preliminary research, including the inspection of historic maps of the area, resulted in no stops along the Manchester & Lawrence Railroad line near Pine Island Park to facilitate a connection for park visitors. There didn't appear to be any relationship between the M&LRR.
- Grenier Field - There was a strong connection between M&LRR and the airport, but locationally compared to the project and that the rail line was severed with the construction of expanded runways detached that relationship. VHB recommends an Interpretive Panel on Grenier Field be considered if, or when, the rail trail is extended south.

VHB recommends the development of the history of the M&LRR in Manchester. The panel could be placed at, or near, the southern limit of the rail trail in the city and provide trail users with an overview of the former railroad. The panel on the history of the M&LRR would include a timeline with major event milestones during the line's years in service. The narrative and graphics included on the panel will focus on the history of the railroad in Manchester and could include additional information on stations and flag stops along the M&LRR in Manchester and the confluence of the M&LRR, Concord and Montreal Railroad, NH Central Railroad, and the Portsmouth and Concord Railroad at the Manchester railyard.

Laura Black (NHDHR) asked if VHB found that the hand construction information fit nicely on one panel or if there was too much. Quinn responded that they feel comfortable with one panel, by talking about the hand construction and use the trestle bridge and culvert as visuals. VHB is beginning the next level of research, getting to the less obvious information.

Mark Gomez (City of Manchester) agreed that the history of the M&LRR is a great topic for a panel. He asked for confirmation that from a historical context, VHB found that Pine Hill Park and Grenier Field don't have a sufficient connection to the portion of the railroad. VHB confirmed that is correct and added that those subjects could be a good fit for panels on future rail trail projects.

Dave Topham (NH Rail Trail Coalition) asked if Nutts Pond had any historical significance for flag stop or residence. Quinn responded that based on their research they could not find any. Owen Friend-Gray (City of Manchester) asked if the panels are restricted to the project area. He noted that the alternative suggestions are more appropriate along future segments of the rail trail. The panel under discussion is required along the current project limits.

Mark asked if there was thought put into consistency for the development of the panels. The City is interested in developing additional signs and would like to have uniformity along the rail trail corridor. VHB will work with the City to develop the panel consistency.

Dave indicated that the NH Rail Trail Coalition is highly involved with the Granite State Rail Trail (GSRT) from Salem to Lebanon that uses a consistent color and logo throughout the GSRT. The logo will be provided to VHB for use on the panels.

Jillian Edelmann (NHDES) presented the interpretive panel for the City of Manchester at Kellys Falls. She noted there are other interpretive signs can be found on the NHDOT website for examples.

Owen prefers to exclude the railroad introduction and railroad yard information on these panels and to use them for future rail trail project signs that are more applicable.

Action Items

- › Panel topics to continue proceeding with one panel to cover the M&LRR more generally (e.g., context and history), and one panel to cover the engineering, design, and hand construction of the M&LRR trestle and culvert.
- › VHB and NHDOT to provide the City with the panel information (size, height, base, standard logos).

Nashua-Manchester 40818 (FTA)

Participants: Dan Cassedy, David Derrig, Jay Doyle, Joel Dworsky, Emily Everett, AECOM; Patrick Herlihy, Jon Evans, Shelley Winters, NHDOT; Eric Papetti, Michelle Muhlanger, Ryan Bartlett, Charles Dyer, FTA; Jillian Harris, Town of Bedford; Jonathan Golden, City of Manchester; Invited Consulting Parties including Cora Peirce, Narragansett Indian Tribal Historic Preservation Officer; Chris Sockalexis, Penobscot Nation Tribal Historic Preservation Officer; David Topham, NH Rail Trails Coalition

Consultation to discuss the Capitol Corridor Rail and Transit Study (formerly NHDOT 16317 & 63037-A). The topics included a Project Overview, Definition of Area of Potential Effects (APE), Summary of Known and Potential Cultural Resources; Discussion of Additional Studies Planned; Coordination of Section 106 Compliance with the NEPA Process; and next steps.

The project involves the extension of MBTA commuter rail services from Lowell, MA to Manchester, NH. The project corridor is approximately 30 miles long and crosses through Lowell, Chelmsford, and Tyngsborough, MA, and Nashua, Merrimack, Bedford, and Manchester, NH. It includes 9 miles in Massachusetts and 21 miles in New Hampshire. The route follows an existing rail line that currently handles only freight. The project was formerly referred to as the Capitol Corridor Rail Project. A Federal Railroad Administration (FRA) service-level NEPA Environmental Assessment was completed in 2014. The current project involves extending MBTA commuter rail service from Lowell to Manchester. Tasks include preliminary design (30%) engineering, completion of a Federal Transit Administration (FTA) NEPA Environmental Assessment (EA), and development of a financial plan. Final design and permitting would be part of a future contract.

Jill Edelman served as meeting facilitator and initiated the participant introductions.

Eric Papetti provided a description of the FTA process, progress to date and anticipated timeline, including posting of the project to the Federal NEPA permitting dashboard. He noted that the purpose of the meeting was to initiate discussion among FTA, NHDOT and the invited consulting

parties in regard to the Section 106 process. Eric then summarized FTA's consultation responsibilities and referenced the list of invited parties, including those in Massachusetts not in attendance.

Dan Cassidy, AECOM's cultural resources lead for the project, led a PowerPoint presentation (attached) describing cultural resource activities to date, initial findings and anticipated approach as the project proceeds. Particular attention centered on the proposed Area of Potential Effect (APE).

The proposed APE is confined mostly to the existing railroad right-of-way (ROW) because the second rail track will be constructed within a rail corridor that was previously double tracked. The APE was expanded around the sites of the four proposed stations and the layover facility, as well as around bridges where additional construction impacts, such as staging and laydown, may occur outside the existing ROW. These expanded areas were defined with a 250-foot buffer for planning purposes and will be refined as project planning and design advances. Dan noted that the final APE definition will consider input from the consulting parties. He finished the presentation by describing the Section 106 and FTA NEPA Compliance process and noted relevant ACHP guidance.

Eric Papetti asked about the next step in providing the consulting parties the opportunity for an official comprehensive review of the APE. Dan Cassidy noted that letters and supporting maps and plans describing the APE will be provided to NHDHR and MHC and will be shared with the consulting parties.

Eric Papetti asked if, in general, any adverse effects are expected. Dan Cassidy replied that it is likely that some adverse effects to archaeological resources will occur due to construction. Eric noted that if adverse effects are anticipated there will be the need for a Memorandum of Agreement.

Dave Topham noted that there are many abandoned rail lines that connect / intersect with active lines and could be the source of potential artifacts. He offered the assistance of his organization in identifying potential locations within the study area.

Jill Edelman asked for comments from the consulting parties. Eric Papetti asked if there were any specific visual or auditory issues of concern to Manchester and Bedford (none were noted).

Jill Edelman asked if there were any potential effects to aboveground resources. Emily Everett noted that it is likely that additional National Register-eligible properties will be identified, and that any impacts will be consistent with the present character of the corridor.

Laura Black asked if all of the bridges within the corridor are modern bridges. Jay Doyle noted that there is only one bridge replacement proposed (the Lock Street undergrade bridge) and that all other bridge work will be repairs or rehabilitation. The culvert work consists primarily of cleaning and repair, with extensions at three locations necessitated by the double tracking, and replacement at one location.

Laura Black asked Eric Papetti to describe the project NEPA schedule. Eric noted that the date of project start on the NEPA clock was approximately one week ago, and will be completed approximately one year from now. He noted that there are mandatory review and comment periods and that he wants to leave enough time to incorporate comments from the consulting parties.

Eric Papetti asked about the next steps on the APE. Dan Cassedy noted that there will be a formal submittal to NHDHR and MHC. Eric noted the need for concurrence with each potentially affected Massachusetts community (Lowell, Chelmsford, Tyngsborough), and acknowledged that it may take 3 to 4 months to coordinate review with each community. He noted the desire to provide a package to each community and follow up informally to accelerate the schedule.

Dave Trubey noted that NHDHR wants consistency with the NH and MA APE. He asked if NHDHR could provide conditional concurrence on the APE so that they would have the opportunity to later align their comments with the MHC if needed.

Dave Trubey asked if Pan Am Railway was the owner of the rail line. Jay Doyle noted that the MBTA owns the nine (9) miles in MA and that Pan Am owns the 21 miles in NH. Dave Trubey asked if there were any issues associated with the pending CSX purchase of Pan Am. Jay Doyle noted that there has been outreach and that CSX is aware of the project. Shelley Winters noted that CSX has met with NHDOT and that they intend to honor all agreements including trackage rights to Concord NH (note: the Surface Transportation Board gave unanimous approval to the CSX purchase of Pan Am Railways on April 14, 2022, effective May 14, 2022).

Laura Black asked about coordination and follow-up with NHDHR. Dan Cassedy replied that a package will be prepared and ready for review within a week. Eric Papetti noted that there will be a 30-day review period for the consulting parties, and that there can be follow-up at the regular NHDHR CR meeting in May. He also requested that preliminary discussions of potential adverse effects be included as part of the meeting.

Laura Black asked about the status of developing scopes of work for the anticipated field inventories, as she was interested in how the schedule for those fits into the overall FTA schedule and for effect discussions. Dan Cassedy noted that areas for surveys have been identified, but that funding and schedule for that work have yet to be identified.

Jonathan Golden requested that the presentation be sent to all consulting parties and asked if comments from the Manchester Heritage Commission would be welcomed (affirmed).

Jill Edelman noted that the project will be added to the agenda for the May 12, 2022 meeting.