

BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

DATE OF CONFERENCES: May 11, 2023

LOCATION OF CONFERENCE: Zoom Meeting

ATTENDED BY:

NHDOT

Sheila Charles
Meli Dube
Jill Edelmann
Jon Evans
Bob Juliano
Marc Laurin
Chelsea Noyes
Tony Puntin
Jennifer Reczek
Tobey Reynolds
William Saffian
David Scott
Bill Watson
Trent Zanes

NHDHR/NHDNCR

Laura Black
David Trubey

FHWA

Jamie Sikora

City of

Dover/Consulting Party
Christopher Parker

Town of Conway

Paul DegliAngeli

Town of Jaffrey

Jo Anne Carr

Town of Newington

Karen Anderson

Town of Webster

Dana Hadley

Underwood

Engineers
Billy Kitchen
David Mercier

VHB

Hannah Beato
Nicole Benjamin-Ma
Greg Goodrich
Sarah Graulty
Marty Kennedy
Frank Koczalka
Bob Landry
Quinn Stuart
Pete Walker

Newington Historic District Commission

Lulu Pickering

Webster Historical Society

Barbara Corliss
Alberta Snow

NH Rail Trails Coalition

Dave Topham

Consulting & Interested Parties

Robert Stephenson

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

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New Hampton 25365, X-A003(115), RPR 14024

Participants:

- NHDOT: Meli Dube, Chelsea Noyes, William Saffian, David Scott
- NH Rail Trails Coalition, David Topham
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Continued consultation regarding the proposed removal of the trestle bridge (240/104) carrying Jackson Pond Road over Plymouth and Lincoln RR (Smith's Crossing). Meeting will seek and discuss potential mitigation measures.

Chelsea Noyes, NHDOT Bureau of Bridge Design, provided a summary of the project and goals for the meeting. The work will remove state-owned wooden trestle bridge (New Hampton 240/104) at Smith's Crossing carrying the Jackson Pond Road over the railroad. The project was previously discussed at the October 2023 meeting. The purpose of this meeting is to follow up and discuss mitigation for the anticipated adverse effect associated with the preferred alternative which will involve removing the existing bridge without replacement. The Town was consulted at a Public Information Meeting and did not have any suggestions or preferences for proposed mitigation.

Chelsea provided details for the proposed mitigation strategy, which will include updating the Historic Bridge Inventory with the remaining state-owned railroad bridge structures similar in nature to Bridge 240/104. This would include up to 35 timber trestle and stringer bridges. These are not currently inventoried and do not have bridge numbers assigned, additionally some are small and currently categorized as culverts. Chelsea provided a spreadsheet with currently known details and a map of the locations of bridges proposed for inclusion on the HBI. The intent is to use the information already known, and to potentially collect additional data where possible. This may be challenging for some sites, as these bridges do not have roadway access.

Laura Black, NHDHR, concurred that this was an appropriate mitigative effort to offset the adverse effect to the railroad and the bridge associated with removal. Laura asked why these bridges were not originally included in the HBI and Jill Edelmann, NHDOT Bureau of Environment, responded that it was because they are railroad bridges and were not previously assigned bridge numbers. Jill will follow up with Patrick Harshbarger to determine the cost of this effort work that may be required to modify the HBI task.

Dave Topham, NH Rail Trail Coalition, asked for clarification on what bridges were previously included in the HBI and Jill responded that only bridges with designated bridge numbers currently owned and operated by the Department as part of the State transportation network were originally included. Bridges associated only with railroad uses were not included.

Melilotus Dube, NHDOT Bureau of Environment, suggested that drones could be used if updated photos are needed from inaccessible sites. Jill will follow up with Aeronautics regarding this option. The next steps in the Section 106 consultation process are to complete the effects sheets, adverse effect memo and MOA describing the mitigation efforts in detail.

Conway 40638, X-A004(446), RPR 13468

Participants:

- VHB: Quinn Stuart, Frank Koczalka, Sarah Gaulty
- Town of Conway: Paul DegliAngeli
- Underwood Engineers: Billy Kitchen
- NH Rail Trails Coalition, David Topham
- NHDOT: Jon Evans, Tony Puntin, Bill Watson

Continued the discussion of the potential impacts to historic resources from the proposed intersection project. Review and discuss the determination of eligibility results for 5 properties and potential impacts to those properties.

The 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 next steps following recent NHDHR determinations of eligibility for the following properties: 6 Pleasant Street, 7 Greenwood Avenue, 13 Main Street, 23 Main Street, and 24 Pleasant Street.

Quinn Stuart (VHB) provided an overview of the project. Pursuant to the April 14, 2022, NHDOT Cultural Resources Agency Coordination Meeting, VHB completed new NHDHR Inventory Forms for three properties (13 Main Street, 23 Main Street, and 24 Pleasant Street) and Inventory Form Updates for two properties (6 Pleasant Street and 7 Greenwood Avenue). The following is a summary of the DHDHR eligibility determinations:

- › 6 Pleasant Street (CNW0183): reviewed by NHDOT April 26, 2023, Eligible
- › 7 Greenwood Avenue (CNW0187): reviewed by NHDOT April 26, 2023, Not Eligible
- › 13 Main Street (CNW0301): reviewed by NHDOT April 12, 2023, Not Eligible
- › 23 Main Street (CNW0302): reviewed by NHDOT April 12, 2023, Not Eligible
- › 24 Pleasant Street (CNW0303): reviewed by NHDOT May 10, 2023, Not Eligible

Quinn and Frank Koczalka, VHB Project Manager, presented plans that showed the latest roadway improvements and discussed possible property impacts for each of the two determined historic resources within the Project Area: 6 Pleasant Street and 15 Greenwood Avenue (Conway Public Library, NR-listed). The setting of 6 Pleasant Street will likely be affected by the loss of lawn and trees on two sides of the building. Laura Black (NHDHR) requested an effects table for the 6 Pleasant Street property in order to understand the loss of square footage.

Quinn asked Laura what was needed for the Library building, and Laura requested that an effects table also be completed for that resource in order to retain project consistency. Frank Koczalka (VHB) indicated that the Library has not provided comments on the new plans. Paul DegliAngeli (Town of Conway) said that the Library had independently retained a landscape architect because they wanted to rethink the greenspace to the north of the building, taking into account the proposed roadway improvements.

Action Items: VHB to prepare Effects Tables for two properties: 6 Pleasant St. and 15 Greenwood Ave. (Conway Public Library). Jamie Sikora also reminded team that 4(f) evaluation was needed.

Webster 40810, X-A005(217), RPR 12824

Participants:

- VHB, Quinn Stuart, Peter Walker, Sarah Grauly, Greg Goodrich
- Town of Webster, Dana Hadley
- Webster Historical Society, Barbara Corliss, Alberta Snow
- NH Rail Trails Coalition, David Topham
- NHDOT, Jon Evans, Tony Puntin, Bill Watson

The NR-eligible Webster Clothespin Road Bridge is going to be replaced as part of this project, and the purpose of this meeting is to discuss the potential mitigation for the Adverse Effect to this resource. Quinn Stuart (VHB) provided an overview of the proposed project and kicked off the discussion about mitigation. She explained that because this bridge is not located in a pedestrian-friendly location, an in situ interpretive panel is not suitable mitigation.

Quinn presented the idea of creating a digital “Historic Bridges of Webster” article about the three remaining historic bridges in Webster, all of which were built after the 1936/1938 floods that washed away previous bridges. In addition to Clothespin Road, the historic bridges are:

- › Bridge 140/070: 1937 concrete slab bridge with concrete parapets
- › Bridge 099/123: 1941 concrete rigid frame bridge, part of the Blackwater Dam historic area

Barbara Corliss, representing the Webster Historical Society (WHS) responded that she enthusiastically supports the idea of a digital article. She explained that the WHS website is rich with information and that an article about Webster’s historic bridges would be a welcome addition. She added that the WHS could provide research materials and background for an article.

Laura Black (NHDHR) asked about other bridges in Webster that are connected to the flooding in the 1930s. Jill Edelmann (NHDOT) replied that another inventoried bridge located in the southernmost area of Webster was also built in 1937, but it is has been determined Not Eligible due to lack of integrity (SHPO review 02/11/2022). Laura expressed that she likes the idea of a digital article on the historic bridges and offered kudos to the Town of Webster and the WHS for their active engagement. Laura commented that we need to make sure the mitigation supports and expands on the existing WHS materials and asked WHS to consider which type of product would be serve their needs (webpage, downloadable article, etc.). Laura also requested that we look at other extant bridges in Webster and be careful about omitting bridges that fit under this “1930s flooding” theme. Quinn suggested we produce an outline to discuss the parameters of the article to keep it focused because the flood topic could be very broad and deep.

Dana Hadley (Town of Webster) added words of appreciation for WHS’s work and offered to add to the mitigation effort as needed.

Action Items:

- › VHB to work with the Webster Historical Society to determine the best format for the mitigation (new page on the website, new downloadable document for the website, etc.). This will inform the MOA.
- › VHB to develop outline for the parameters of the article.

Jaffrey 16307, X-A001(234), RPR 9564

Participants:

- VHB: Quinn Stuart, Peter Walker, Sarah Grauly, Bob Landry
- Town of Jaffrey: Jo Anne Carr
- Jaffrey Historical Society, Robert Stephenson
- NH Rail Trails Coalition, David Topham
- NHDOT: Jon Evans, Marc Laurin, Tobey Reynolds, Trent Zanes

Continue the discussion on the topics/themes of the interpretive panels included in the project mitigation. VHB prepared a memorandum including a summary of the potential panel topics.

Before beginning the discussion, Jill Edelmann (NHDOT) noted there was no NHDHR response to the memo VHB submitted in March re: the proposed land swap and the removal of the stone retaining wall at 15 River Street. Laura Black (NHDHR) responded that she will look into it.

Quinn Stuart (VHB) presented a brief review of the Memorandum of Agreement (MOA) for the Jaffrey NH 202 Traffic Intersection Improvement Project, Stipulation 5, requiring the installation of three interpretive signs/panels. VHB prepared a memo exploring the three topics that came out of the cultural resource agency meeting on August 11, 2022, and distributed it to consulting parties and NHDHR prior to the Cultural Resources Agency Coordination Meeting. The topics are: Historic and Extant Contoocook River Crossings (Archaeology); Downtown Jaffrey Historic District; and Jaffrey Mills. The Downtown Jaffrey Historic District in particular includes a number of possible subtopics.

Laura commented that she found the background memo helpful and reminded the group that, from a Section 106 perspective, we need to focus on the resources being adversely affected and connect the interpretation directly to these resources. Quinn reminded the group that the resources affected are the historic district (direct effect) and the mills (indirect effect: setting) and requested feedback from the Town.

Jo Anne Carr (Town of Jaffrey) offered her thoughts of the memo. She agreed with retaining focus on the Historic and Extant Contoocook River Crossings. She expressed that a focus on the railroad is also appropriate under the Downtown Jaffrey Historic District topic due to the presence of the railroad in the district. Jo Anne reminded the group of the existing self-guided downtown walking tour and suggested that the panel could include a QR code to connect to these materials. In terms of architecture in the district, Jo Anne agreed with VHB that because of the residential architectural diversity within the district, there is too much material to cover the breadth of all the styles and instead the panel should narrow focus to 1-2 examples. She expressed reluctance to describe industrial/commercial architecture in the district (other than the Mills) due to unsympathetic development. Jo Anne also wondered if other mills elsewhere in Jaffrey could be tied to the panels through a QR code. She reiterated that the Town does want roadway and railway history to be included in the Historic District panel because it was an important crossing: the confluence of the riverway/railways/roadways made the community. Today, rail lines have not been extinguished; instead, they've been repurposed as rail trails, continuing the community orientation. This topic is also tied to the Historic and Extant Contoocook River Crossings and should reiterate early Abenaki history. Finally, Jo Anne

indicated that the Town is also thinking about doing other panels including topics like conservation and the legacy of artists and others coming to take respite in mountain lodges.

Rob Stephenson (Jaffrey) asked if there is a generic panel design and Quinn replied that we try to match colors, use iconography, and employ other design concepts to create a “brand” for the panels, which are typically 2’ x 3’, oriented either vertically or horizontally. She emphasized that this is an integrated process and if the Town has thoughts on the color scheme, etc., we will be happy to work with you to fit the desired brand.

Rob asked about proposed panel locations. Jo Anne explained that the project envisions a welcome kiosk toward the Depot building with parking, picnic tables, and a bike rack. She said they are also thinking of a location near the Blake Street parking lot, but there are no more details at this point. Rob expressed a preference for some content on the Mills because of high visibility. He would like to see a focus on extant mill worker housing because it will disappear over time. Rob also expressed an interest in street furnishings along the lines of the embedded north arrow in the pavement on School Street in Boston.

Laura summarized the meeting by identifying three striking themes from a Section 106 perspective:

- › Residential Architecture/Neighborhoods, which can be approached through neighborhood development. She recalled a panel developed for Berlin that looked at different neighborhood locations and development.
- › Roadway & Transportation, which ties in nicely with the project
- › Historic and Extant Contoocook River Crossings, including Archaeology. This topic also ties into community development of all types related to the Jaffrey village and ties directly to the project impacts.

Jo Anne indicated that she liked the neighborhood development theme. Dave Trubey (NHDHR) noted that all Native American history interpretation materials should go through the NH Commission on Native American Affairs.

Action Items:

- › VHB to set up a meeting with Jo Anne Carr and Rob Stephenson to discuss what the Town is looking for on their end.
- › Jill Edelmann and Laura Black will try to track down the Berlin materials as an example of the neighborhood development theme.

Newington-Dover 11238S, NHS-027-1(037), RPR 7241

Participants:

- VHB: Pete Walker, Greg Goodrich, Bob Landry, Nicole Benjamin-Ma, Sarah Graulty, Quinn Stuart
- City of Dover: Christopher Parker
- Newington Historical Society, Helen Frink
- NH Rail Trails Coalition, David Topham
- Newington Historic District Commission: Lulu Pickering
- NHDOT: Jon Evans, Bob Juliano, Marc Laurin

The goal of this May 11, 2023 Cultural Resources Agency Meeting was to provide an interim mitigation update.

Nicole Benjamin-Ma (VHB) reviewed the six stipulations of the MOA and provided a quick update for each:

1. **Marketing the GSB:** NHDOT is set to put it out shortly and is asking Newington if they want any salvaged portions of the bridge.
2. **Documentation of the GSB:** The HAER draft is being finalized and is expected to go to NHDHR later in May.
3. **NHDOT Bridge Inventory:** The integration of the Historic Bridge Inventory into EMMIT is complete and publicly available. NHDOT is looking at outreach opportunities.
4. **Interpretive Program:** This task primarily occurs later in the process but there are some early action items. NHDOT and VHB structural engineers are looking at a part of GSB for the Woodman Museum. Salvage and interpretation of the Public Works Administration plaque is not possible (missing). However, the original dedication plaque was donated by a private citizen and will be used instead. The dedication plaque is being held by the NHDOT cultural resources staff.
5. **Newington Railroad Depot and Toll House and State-Owned Land on Bloody Point:** The draft Building Assessment has been submitted by Preservation Company and will be distributed soon for comment. A contract went out to Christopher P. Williams Architects for the Feasibility Study.
6. **Dover Recreational Trail:** It is possible that one of the spans will be reused by the Town of Dover.

In responding to a question from Helen Frick (Newington Historical Society), N. Benjamin-Ma confirmed that the NHS will be given copies of the Building Assessment, Feasibility Study, and Existing Conditions Survey.

Christopher Parker (City of Dover) reported that he met with Jennifer Reczek (NHDOT) approximately one month ago and it will not work for the City to reuse any salvaged GSB. Dover does not have room for the depth of the span. C. Parker indicated that they have been contacted by the East Coast Greenway group about how to create a spur using GSB. Peter Walker (VHB) said they are targeting Summer 2025 so it is appropriate to start having this discussion, C. Parker will connect P. Walker and the East Coast Greenway Planning Director.

Laura Black (NHDHR) requested that the status of the PWA plaque be clarified. N. Benjamin-Ma explained that the stipulation in the MOA was informed by a 10+ year old photo of the plaque on the bridge, but it was apparently removed with the previous abutment and its location is unknown. Jill Edelmann (NHDOT) confirmed that DOT has reached out to look for the PWA plaque, but it has not been found and is assumed lost. Fortunately, DOT was contacted and given the GSB dedication plaque that was found in a private home.

J. Edelmann inquired about the status of locating a piece of GSB at the Woodman Museum. Greg Goodrich (VHB) said that there have been several suggestions, and they are looking at possibly salvaging, cleaning, and mounting a fragment of a node. L. Black suggested that they think about

what made the GSB significant and think about how the selected piece connects to this significance. She cautioned that they ensure the accompanying exhibit demonstrates the significance and is not simply an artifact on display. P. Walker noted that available space at the Woodman Museum will likely determine the size and use of the piece. C. Parker reported that he spoke with the Woodman Museum Director Jonathan Nichols, who wants to make the GSB fragment the centerpiece of an exterior exhibit. N. Benjamin-Ma commented that the bridge's significance is tied to its use of a continuous truss and a truss deck approach, which could be challenging to position in an exhibit. J. Edelman noted that the Woodman is on board to use visuals to try to tie this all together, even given the challenges of telling the story based on a fragment. L. Black suggested that a 3D model of the bridge in its setting with the fragment highlighted might help tell the story. J. Edelman said they had discussed a 3D model but a new, focused discussion with the Woodman Museum was needed. Bob Landry (VHB) reminded the group that bridge demolition is anticipated for 2024.

Lulu Pickering (Newington Historic District Commission), who was not present at the beginning of the meeting, asked if the Depot will be leased directly to the Historical Society. J. Edelman replied that it likely will not and that Jennifer Reczek was waiting on the Building Assessment and Feasibility Study. B. Landry added that Jennifer Reczek was also waiting on whether the Town was interested. L. Pickering asked for an update on the timeline for the Building Assessment and Feasibility Study and asked whether the reports will follow the NH Preservation Alliance process. N. Benjamin Ma confirmed that all the pieces usually included in the NH Preservation Alliance process will be included.

In response to a question from L. Black, J. Edelman explained that the Newington Railroad Depot mitigation (Stipulation 5) includes three sections: the Building Assessment, Feasibility Study, and Existing Conditions Plan. P. Walker noted that the Existing Conditions plan will be complete in approximately one week. In response to a question from L. Pickering, B. Landry said that it has not yet been determined how much land will go with the Depot building, but that he will add it to the list of items to discuss with Jennifer Reczek. P. Walker noted that VHB was surprised to learn that the land includes three separate parcels. In response to a question from L. Pickering, P. Walker said that shoreline mitigation is not part of the MOA and will be the responsibility of the future owner.

Action Items

- › Bob Landry to reach out to Jonathan Nichols at the Woodman Museum to arrange a meeting. P. Walker, G. Goodrich, and N. Benjamin-Ma will be included in this discussion.
- › N. Benjamin-Ma to distribute the Draft Building Assessment to the consulting parties.