

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

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

**DATE OF CONFERENCES:** June 9, 2022

**LOCATION OF CONFERENCE:** Zoom Meeting

**ATTENDED BY:**

**NHDOT**

Sheila Charles  
Jill Edelmann  
Jon Evans  
Tony Puntin  
David Scott

**NHDHR/NHDNCR**

Laura Black  
David Trubey

Jim Bouchard

Anna Giraldi  
Christian Rainey

**Quantum  
Construction  
Consultants**

**NH Rail Trail  
Coalition**  
Dave Topham

**PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:**

*(minutes on subsequent pages)*

Pelham 29450 (no federal number)..... 1

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Participants: Jim Bouchard, Anna Giraldi, Christian Rainey, Quantum Construction Consultants, LLC; Dave Topham, Salem Rail Trail; Jon Evans, Tony Puntin, David Scott, NHDOT

Initial discussion to present the project and discuss potential impacts to the historic Abbott Bridge the construction of an adjacent flood relief bridge structure and channel and proposed preservation efforts for Abbott Bridge (Old Bridge Street over Beaver Brook Relief).

A. Giraldi began with a brief overview of the project and project area utilizing photo pages and preliminary design plans. The purpose of the project is to provide flood relief during storm events larger than the Q2.33. A weir would be constructed at the upstream entrance of the relief channel to allow water into the channel at flows above the Q2.33.

A. Giraldi reviewed the RPR response from NHDHR and the recommendations contained within it. An individual inventory was performed for the house (PEL0016) to the north of the project. It was determined that the house was not eligible for the National Register.

An archaeological Phase 1-A above ground survey was also conducted for the project area and determined that further survey would not be needed. D. Trubey noted that he had recently reviewed the Phase 1-A report and concurred with the determination of no further survey needed. S. Charles also concurred that no further survey was required.

A. Giraldi reviewed NHDOT plans of Abbott Bridge from 1998 and noted that repointing, mortar, and repair work had previously been performed on the historic bridge. She identified that the proposed project would repoint small areas of loose and bulging stones along the bridge.

L. Black noted that she has sent information to QCC regarding Federal standards for repointing of historic masonry. She also found that Abbott Bridge was originally dry laid construction and that the NHDOT work performed in the 1990's was not done with best practices. J. Bouchard noted that prior to the repointing work performed by the NHDOT in the 1990's, previous repointing work was done to the bridge in the 1970's.

L. Black stated that it was important to remember the original structure was dry laid construction and that any work performed as part of the proposed project should make an effort to emulate the original construction. The National Park Service guidance should be consulted for historic masonry repointing.

T. Puntin asked to see the structure sections that corresponded to the elevation views of the 1998 NHDOT presented by QCC. The sections showed that the existing fill material above the stone arch was left in place and that only resurfacing work was performed in addition to the concrete pad.

QCC asked what the anticipated path for an effects memo would be. It was stated that the programmatic Appendix B would likely not qualify due to the repointing of the existing bridge and the construction of the relief structure. A typical effects memo would be the anticipated outcome.

L. Black offered that more information would be needed before an effects memo could be issued. Information regarding how and why the relief structure design was chosen and historical coordination needs to be addressed. Consideration should be taken to chose a relief structure that does not visually minimize the historic Abbott Bridge. Form liners for concrete would not be preferred for the relief structure abutments and wingwalls, but concrete color should be considered. Guardrail style should also be considered prior to resubmittal to NHDOT and NHDHR for review. The current visual of the bridge crossing is stone parapets over the bridge with wooden guardrail leading to the bridge. There may be concern about site visuals if a lot of new metal guardrail is installed adjacent to the existing structure. QCC advised that standard metal bridge rail would be required over the proposed relief structure.

L. Black and J. Evans both noted that vegetative establishment may be required to benefit the overall look of the project site for both a Cultural Resources and an Environmental landscape standpoint. QCC advised that riprap would be installed along the slopes and in the channel around the relief structure substructure for scour protection. However, the remaining portions of the relief channel would be natural material as it matches into Beaver Brook. It was also noted that the end of the relief channel would not contain a weir and therefore the relief channel would likely be in a constant state of submergence due to Beaver Brook. Riprap would be covered with natural streambed material to help better replicate natural channel conditions.

D. Topham asked if the relief structure and the existing Abbot Bridge crossing would equally pass flood events. QCC noted that flood events greater than the Q2.33 would be handled mainly by the relief channel. T. Puntin noted that the elevations of the Q50 and Q100 storm events would fully submerge the existing arches while still leaving a small amount of freeboard within the relief structure.

QCC will prepare a project narrative with exhibits and annotated pictures to better represent the project impacts, considerations made in selecting the relief structure elements, and how the project will not negatively affect Abbott Bridge's historical significance for submission to NHDOT and NHDHR.

Continuing discussion meetings will be scheduled at a later date following the submission.