

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: February 15, 2012
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT

Kevin Nyhan
Christine Perron
Randy Talon
Alex Vogt
David Scott
Bill Saffian
Kathy Corliss
Harvey Goodwin

Army Corps of Engineers

Rich Roach

EPA

Mark Kern

NHDES

Gino Infascelli

NH Fish & Game

John Magee

NH Natural Heritage

Bureau

Melissa Coppola

**NH Office of Energy and
Planning**

Jennifer Gilbert

Fay, Spofford & Thorndike

David McNamara

HNTB

Paul Godfrey

**NH Bureau of Public
Works**

H. Dana Abbott

Roger Dionne

(When viewing these minutes online, click on an attendee to send an e-mail)

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NOTES ON CONFERENCE:

Finalization of January Meeting Minutes

The January 18, 2012 meeting minutes were finalized.

Lebanon, NH-Hartford, VT, A000(627), 14957

Bill Saffian provided an overview of the project. The project consists of replacing the bridge that carries US Route 4 over the Connecticut River between Lebanon, NH and Hartford, VT. The existing bridge is in poor condition. In the fall of 2008, the existing truss bridge was downposted to 10 tons, which prevented loaded trucks from using the bridge. A temporary detour bridge was constructed in 2009 immediately downstream of the existing bridge and all traffic was moved onto that until the existing bridge could be addressed.

The new bridge will be on a slightly different alignment to improve the roadway's alignment with the railroad overpass in Vermont. The project will be carried out in phases. First, the existing truss bridge must be removed, which will be accomplished by installing temporary bents under the bridge on the Vermont side and at the center span to support the bridge while it is being dismantled. On the New Hampshire side, the large area of bedrock on the channel bottom will require a temporary causeway to access the bridge. After the existing truss bridge is removed, the new bridge will be constructed. Temporary trestles will be used on the Vermont side and the temporary causeway or trestle will be utilized on the New Hampshire side (if the trestle is utilized, it will impact areas already impacted by the causeway). Once the new bridge is complete and ready for traffic, the temporary detour bridge will be removed.

Wetland impacts for the work as proposed, including impacts resulting from two drainage outlets, are as follows:

Permanent (NH) 9,782 sq. ft.

Permanent (VT) 4,247 sq. ft.

Temporary (NH) 24, 236 sq. ft.

Temporary (VT) 1,812 sq. ft.

A summary of proposed drainage was given by Dave McNamara of Fay, Spofford & Thorndike. There are three existing outfalls on the NH side and the intent of the proposed drainage is to keep the same outfalls. Drainage from the east side of the bridge will be collected at a low point on the NH approach and outlet through an existing pipe in the southeast quadrant of the bridge. The pipe that collects drainage from Crafts Avenue does not currently receive much drainage from US Route 4; this pipe outlets at the river to the south of the project area. Drainage from US Route 4 from approximately Crafts Avenue to the intersection of Main Street will outlet into a proposed treatment pond before it reaches the river. The project will result in a minor increase in impervious surface, and the proposed treatment will be more than adequate to improve water quality.

On the Vermont side, there is an outfall just north of the existing bridge. Since this location will be impacted by the new abutment, the outfall will be moved to the north. Runoff from the in-project roadway area will go through a proposed water quality unit before reaching the river.

Christine Perron clarified that the existing bridge has scuppers and the new bridge will not.

Mark Kern asked about the area of vegetated wetlands that would be impacted. Christine Perron replied that the only wetlands that would be impacted consisted of the river channel (sandy or rocky substrate) and its banks. Rich Roach asked if the location of the proposed detention pond was in a wet area. C. Perron said that this location is not wet.

C. Perron provided a summary of environmental issues. This bridge is classified as a Tier 3 crossing with a drainage area of 3,378 square miles. Flows at this site are regulated by the Wilder Dam, located about a

mile upstream. The estimated bankfull width is 450'. The existing bridge is 375' in length with abutments located at OHW. The proposed bridge will be 444' in length with abutments located at TOB. A bridge designed according to the NH Stream Crossing Guidelines would need to be 542' long (1.2x bankfull width + 2 feet), which is 100' longer than what is proposed. A bridge of this length would be cost prohibitive in this developed setting, so the proposed bridge will need to be considered an alternative design under the stream crossing rules.

The proposed design will result in a slight decrease in base flood elevation. The Department has coordinated with Jennifer Gilbert and FEMA on the project. The Coast Guard confirmed that the project will not require a Coast Guard permit. An Essential Fish Habitat Assessment has been completed and the National Marine Fisheries Service and Mike Johnson has no concerns with the project. The NH Natural Heritage Bureau has records of bald eagle and dwarf wedgemussel in the vicinity of the project. NH Fish & Game and USFWS were contacted and neither agency had any concerns with the project relative to these two species. The project will require a wetlands permit from NHDES as well as a VT Stream Alteration Permit.

R. Roach confirmed that NH impacts would qualify for coverage under the NH Programmatic General Permit.

No one in attendance expressed any concerns with the project as proposed.

This project was previously reviewed on the following dates: [9/17/2008](#); [1/21/2009](#); [3/18/2009](#); [8/19/2009](#)

Walpole, X-A002(232), 21827

Kathy Corliss provided an overview of the project. This is a rehabilitation project on a 2.1 mile segment of NH Route 12. This work was originally part of the Westmoreland-Walpole 15749 project. Work will consist of resurfacing, guardrail repairs or replacement, underdrain replacement, slope stabilization, and rock scaling. The project also includes sliplining two culverts.

The only wetland impacts occur at the two culverts. The first culvert is a 30" corrugated metal pipe with an 18% slope; the second is a 36" corrugated metal pipe with an 11% slope. Both pipes are close to 200' in length. Both will be lined with smaller plastic pipes. Impacts at the 30" culvert will consist of 1830 sq. ft. temporary and 98 sq. ft. permanent. Impacts at the 36" culvert will be 900 sq. ft. temporary and 90 sq. ft. permanent. Temporary impacts are proposed in order to allow for construction access during the sliplining.

Christine Perron stated that the pipes are just over a ¼ mile from the Connecticut River. The 36" pipe has a watershed size of approximately 5 acres; the 30" has a watershed of approximately 40 acres. Based on these factors, these pipes are considered Tier 1 stream crossings. Both pipes are slightly perched at the outlet. According to the Coffman Coarse Filter for determining fish passage, neither pipe is currently passable by any fish species. Since the pipes are so long and because there is no defined outlet pool at either pipe, the Department is not proposing any type of outlet treatment to attempt to make the pipes passable.

John Magee said that the slope and length of the pipes make both pipes impassable even if water could be backed up. He also felt that getting water to back up through the entire length of the pipes would be unlikely. He asked about the fill over the pipes. K. Corliss answered that there is approximately 40' of fill over the outlet of the pipes.

Melissa Coppola said that there is an exemplary natural community in the project area (located on the outlet side of the Great Brook crossing) and asked if there would be any work at that location. K. Corliss

explained that a drainage outlet would be installed on the upstream side of the Great Brook crossing but the work would not result in any impacts to the stream.

J. Magee asked if any work would be completed on the Great Brook crossing now or in the future. K. Corliss confirmed that no work would be completed at that crossing as part of this project. Subsequent to the meeting, it was determined that the crossing is a 1963 box culvert and is not on the Department's Red List.

Rich Roach confirmed that the project as proposed would qualify for coverage under the NH PGP.

This project was previously reviewed on the following dates: [11/17/2010](#) (Westmoreland-Walpole 15749)

Hooksett, 15970 (non-Federal)

Paul Godfrey, HNTB, introduced this project as a turnpike redevelopment project to replace the liquor stores and construct service plazas at the existing site of the liquor stores northbound and southbound on I-93 in Hooksett. The existing 8,700 +/- sf liquor stores will be replaced with 20,000 sf liquor stores. The service areas will be like others in the New England states with vendors, bathrooms and gasoline. DRED will also have visitor centers at the sites.

The development of these sites is being done as follows:

- The Liquor Commission will be advertising a contract this summer to construct the liquor stores as those projects received appropriations already.
- The site design and design of the service areas will be brought up to 30% by summer, with advancement of 100% design plans by early 2013.
- This is essentially one project with two contracts as described above.
- Operation of the facilities will be put out in a Request for Proposals (food and fuel) with the goal of having the site running by 2014.

Design issues/constraints are as follows:

- Several options were reviewed for each site with a preferred alternative/proposed action chosen for each.
- The northbound service plaza (Option A) will have 12-13 truck parking spaces, and 200 vehicle spaces (up from 110). The service plaza will be approximately 16,000 sf, with 16 gas pumps.
- The southbound service plaza (Option 4C) will have 12-13 truck parking spaces and approximately 250 vehicle spaces. The service plaza will be similar in size to the northbound plaza.
- The 30% design will begin, and then HNTB and the Department will develop an understanding of the environmental constraints, such as cultural resources (archaeology), geotechnical issues, wetlands, invasive species, etc.

John Magee asked what drainage would be doing on the site. P. Godfrey responded that those issues would be better understood during final design, following the 30% design, and were not known at this time.

Gino Infascelli indicated that the pond located to the south of the northbound plaza site is a designated prime wetland.

Once the constraints are better understood and drainage design is advanced the project will be reviewed again at a resource agency meeting.

This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.