

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: February 18, 2009

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Andrew Johnson
Bill Saffian
Bob Landry
Christine Perron
Dave Scott
Don Lyford
Jim Bowles
Jim Marshall
Jon Evans
Kevin Nyhan
Laurel Kenna
Marc Laurin
Matt Urban
Randy Talon

NHDES

Gino Infascelli
Lori Sommer

NH Fish and Game

Carol Henderson

**NH Natural Heritage
Bureau**

Melissa Coppola

**US Fish and Wildlife
Service**

Maria Tur
Vernon Lang

EPA

Mark Kern

Army Corps of Engineers

Rich Roach

City of Claremont

Kurt Beek

Town of Milford

Hub Seward

**Central NH Planning
Commission**

Craig Tufts

CLD

Daniel Hudson
Erin Lombardi
Michael Haley

Hoyle, Tanner & Assoc.

Ted Setas

Normandeau Assoc.

Ian Broadwater

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

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NOTES ON CONFERENCE:

Finalization of January 21, 2009 Meeting Minutes

The January 21, 2009 meeting minutes were finalized.

Manchester (No Numbers) (Non-Federal)

This project consists of roadway improvements to three intersections (Campbell Street/ Hamel Drive, Campbell Street/ US Route 3, and Hamel Drive/ Bicentennial Drive.

The project was presented by Ted Setas and Stephen Haas.

Hoyle, Tanner presented the project on behalf of the City of Manchester. The design of the project began in October 2008. The preliminary design of the project has been completed. Final design is ongoing with advertising scheduled for 2010. Design of the proposed drainage is at 30% and is ongoing. Currently, the project is seeking City funds, however, discussions have taken place with the NHDOT to determine if there are additional funding sources.

The project is located in Manchester, approximately 0.3 miles south of the I-93 Exit 9 Interchange. It involves roadway and signal improvements to three intersections: Campbell St./US Route 3; Hamel Drive/ Campbell St.; and Bicentennial Drive/ Hamel Drive.

The locations of ponds and watercourses in or near the project area were presented, most notably Goldfish Pond to the northeast of the project; Dorr's Pond just south of the project; an existing detention pond located within the Northside Plaza; an unnamed brook to the west of Hamel Drive; and an unnamed brook west of US Route 3 on the southern end of the project. Photos of the existing outfalls, detention basin, and wetland areas were presented for review.

The goal of the project is to address the safety, operational, and geometric deficiencies of the intersections, which are in close proximity to each other.

The US Route 3/ Campbell St. signalized intersection is a high accident location with an average of 15 accidents per year. Long vehicle queues are also experienced at the intersection during peak hours, particularly in the southbound direction.

The preferred design involves combining the two unsignalized intersections into one single lane roundabout at Campbell St./ Hamel Drive intersection. The proposed design also includes improvements to the US Route 3/ Campbell St. intersection through the addition of a southbound through lane on US Route 3 and a second left turn lane on Campbell St.; and a separate left turn lane on Crosbie St along with the associated widening of the roadway required to accommodate these improvements. While some driveways are being relocated under this proposed design, there are no proposed impacts to building structures or residences.

The length of improvements is approximately 1,200 feet along US Route 3; 1,200 feet along Campbell St.; 350 feet along Hamel Drive and 300 feet along Bicentennial Drive and 150' along Crosbie Street for a total length of 3,200 feet (0.6 miles).

The roundabout will impact an unnamed brook to the west of Hamel Drive. The brook is downstream of a single 54" and 2- 15" pipes. The brook will be relocated and the culverts may be extended as part of the improvements. It is believed that a majority of the area has been previously disturbed. The wetland impact area is approximately 5,620 sq. ft. (0.13 acres). The soil type within the project area is made up of Urban Land and Canton Urban Land as per the NRCS soil maps.

The brook is then carried under Campbell St. through two 54" culverts and outlets into Dorr's Pond. These culverts are in poor condition and are proposed to be replaced in a new location with the project.

The total disturbed area for the project is 137,500 square feet (3.1 acres). The additional pavement area associated with these improvements is 25,900 sq. ft. (0.6 acres). Due to the proposed relocation of Campbell St., there is existing pavement that will be removed that equates to 13,900 sq. ft. (0.3 acres). Therefore the net increase in impervious pavement is 12,000 sq. ft. (0.28 acres).

There are no Outstanding Resource Water Waters (ORW) near the project area. There are, however, surface water impairments within 1 mile of the project as described below:

- Unnamed brook – Chloride
- Dorr's Pond – Chloride/ Chlorophyll/ Dissolved Oxygen Saturation

This concluded the presentation; it was asked if there were any questions.

Rich Roach stated that the project would make an area that was already impaired worse and asked if there was any proposed treatment. Ted Setas stated that there appear to be only two possible areas for treatment but that there is no specific treatment for chloride.

R. Roach further stated his concern with the additional impervious areas and mentioned the possibility of removing the existing houses located to the south of the roundabout to provide an area for treatment. T. Setas stated that Hoyle, Tanner and the City would investigate ways to reduce the pavement increase, however, property takings are not something the City would support. He also mentioned that the pavement along Bicentennial Drive was very wide, and asked if pavement removed in that area or other areas within the watershed could be used to mitigate the impact.

Gino Infascelli stated that a Dredge and Fill Permit may be conditional on no increase in pollutant loading. He indicated removing pavement in the watershed may be a solution.

Vern Lang questioned why the existing twin 54" CMP culverts are replaced in-kind. He suggested that a box culvert should be considered to provide a natural stream bottom. T. Setas stated that Hoyle, Tanner and the City would investigate this possibility.

Carol Henderson noted that the stream channel was proposed to be shortened from 100' to 50' in length. She wondered whether it would be possible to shorten the culvert length and provide as much open channel as possible. T. Setas stated that Hoyle, Tanner will review possibly lengthening the channel.

G. Infascelli asked if the roundabout could be shifted southward to help reduce the necessary culvert length. T. Setas stated that Hoyle, Tanner had previously investigated that possibility, however, the current location of the roundabout was chosen based on the necessary queue storage, separation between approaches to the roundabout, and the desire to limit impacts to wetlands, wooded areas and abutters.

Hoyle, Tanner will revise the plan to better address the Board's comments and will present the revised plan to the Board in the near future.

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

Rochester, NHS-027-1(36), 10620D

Kevin Nyhan, DOT, and Ian Broadwater of Normandeau and Associates discussed this project, which involves the reconstruction of NH Route 16 (Spaulding Turnpike) between Exits 11 and 16. K. Nyhan provided an overview of the wetland impacts to-date. Approved permits allow impacting approximately 12 acres of wetlands (523,866.19 sf) for all six of the construction contracts for this project. Three contracts have been let, which impact 9.4 ac (409,090 sf). This number represents a running overage of 4.7 ac (203,280 sf), as the approved permits represent 4.7 ac (205,810 sf) of impact to the same wetlands. The approved permits allow us to impact approximately 2.6 ac (114,776 sf) of additional wetlands.

Mark Kern expressed concern that the impacts were double what would be expected at this point in design. He recognized that in refining drainage and updating wetland impacts the numbers can change, but not to the extent expressed in these numbers. The numbers that were presented included some minimal temporary impacts that were not presented in the original permit application.

Ian Broadwater then discussed the wetland mitigation. As agreed to in the FEA, the Department is constructing Phase I of the City Concrete site (Phase I and II combined total about 14 acres). An Interdisciplinary Oversight Team (IOT) has been set up to review the construction of the site. Based on long-term groundwater trends, and the presence of water in the mitigation site I. Broadwater suggested a redesign of the mitigation site. The redesign would be 5.31 acres of wetlands and 1.7 acres of turtle nesting habitat for approximately 7.0 acres of mitigation. M. Kern asked if there was a buffer around the site. The parcel is much bigger and acts as a buffer. The site includes emergent, forested, scrub-shrub and turtle nesting habitat.

During construction of the mitigation site, Wetland 10 was mistakenly impacted (cleared) by the contractor. It is approximately 6,600 sf in area. The IOT agreed that it should be reseeded/planted with a forested wetland mix. M. Coppola expressed concern that this would happen, especially as it relates to NHB species. K. Nyhan indicated that with any project this could happen. However

the Department has personnel in the field, as well as erosion control monitors hired by the contractor, to ensure that it does not happen. Randy Talon added that the contractor has a plan to follow and should follow it; impacting this wetland was unacceptable and contractors need to be held accountable.

Phase II of the City Concrete site has been put off, as the City would like to develop groundwater drinking wells in this location. Phase II would be within the Zone of Influence of the wells. As agreed to in 2008, the Department is pursuing creating a wetland at the Henderson site so-called. The City of Rochester is also developing a groundwater drinking well in the vicinity of the Henderson site. The Department and its consultant are working to identify the effects the proposed well will have on the site's groundwater levels. I. Broadwater pointed out that the Department would know more information later this summer. If approved, the Henderson site would be under construction next year.

Lori Sommer echoed M. Kern's earlier concern about the additional wetland impacts and change to the location of the mitigation site. She is concerned that there may not have been any public notice of this or any other possible sites and indicated that the Department may need to amend the existing permit or apply for a new permit. Bob Landry indicated that the Department does not feel it necessary to secure a new permit, but could accommodate the revisions in permit amendments.

Rich Roach indicated that impact numbers should be expressed in acres. K. Nyhan stated that he would investigate the reasons for the overage in wetland impacts and return to present at a future resource agency meeting, along with the anticipated impacts for the remaining construction projects.

This project was previously reviewed on the following dates: 10/20/1999, 1/17/2001, 7/17/2002, 12/17/2003, 11/17/2004, 5/21/2008 & 8/20/2008.

Hudson, X-A000(095), 13894

Michael Haley of CLD presented the Project on behalf of the Town of Hudson. The intent of this project, is to improve the overall safety of motorists and pedestrians on Derry Street/ NH Route 102 from its northern intersection with Evergreen Drive to the southern end of the proposed Project at Megan Drive.

The Project consists of installing a new sidewalk with granite curbing along the east side of NH Route 102, from Megan Drive to Evergreen Drive. In addition, NH Route 102 will be widened to accommodate a proposed bike lane within the same limits. The total length of the project is approximately 4,050 feet. The project may be constructed in phases depending on funding.

The project will require regrading of roadway side slopes and realignment of drainage swales to accommodate the sidewalk. The project requires wetland and wetland Town of Hudson buffer ordinance impacts as NH Route 102 crosses over two small brooks. In the vicinity of one stream crossing, a small retaining wall will be installed to avoid wetlands impacts. Permanent wetland impacts are expected to be approximately 850 square feet. Temporary and permanent Town of

Hudson buffer impacts are expected to be approximately 4,400 square feet and 9,900 square feet respectively.

It is not anticipated that any private structures will be affected by the proposed project. The majority of work is within the existing right-of-way. Areas where work will be performed outside the right-of-way are for grading purposes and for relocating existing features such as private signage.

A number of new catch basins are proposed to be installed along the new curb line. Drainage pipe will be installed to connect catch basins. Also, there are a few locations along the project length where existing drainage manholes will be uncovered to provide access for tying in new drainage pipes.

CLD provided USGS locus maps to all members of the Natural Resources review committee. Initial environmental review was started in 2005, and updated in 2009. Findings from the environmental resource inquiries were discussed.

Rich Roach did not express any concerns with the project and confirmed that the project would qualify for coverage under the NH Programmatic General Permit.

Gino Infascelli asked CLD to confirm that the wetlands along the project length are not impaired waters. He indicated that this information can be found on the NHDES website and the NHDES OneStop GIS system.

CLD confirmed with those present that the project does not need to be presented again.

CLD was directed by Kevin Nyhan to complete a National Environmental Policy Act (NEPA) document (Categorical Exclusion (CE)) and submit the completed form to the Bureau of Environment for review. Upon review and classification of the CE, the project can advertise.

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

Milford, X-A000(565), 14837

Michael Haley of CLD presented the project on behalf of the Town of Milford. The intent of this project is to improve the overall safety of motorists and pedestrians on South Street from its northern intersection with Nashua Street to the southern end of the proposed project at the railroad crossing between Clinton Street and Lincoln Street.

The project consists of installing new 5-foot wide bituminous asphalt and concrete sidewalks with a combination of reset and new granite curbing along the east and west sides of South Street, from Nashua Street to the railroad crossing between Clinton Street and Lincoln Street in the Town of Milford.

South Street will be widened to 35 feet between High Street and Nashua Street to accommodate 24 feet of travel way, and 9-foot wide parallel parking spaces. Between High Street and the railroad crossing, the pavement will remain 24 feet wide. The total length of the project is approximately 950 feet.

The project will require regrading the roadway side slopes behind the new sidewalk. The project does not require permitting for wetland impacts as no wetland impacts are proposed.

It is not anticipated that any private structures will be affected by the proposed project. Between the railroad crossing and High Street, the majority of work is within existing right-of-way. Areas where work will be performed outside the right-of-way are for grading, minor landscaping, and paving purposes and for relocating existing features such as private signage. Along the west side of South Street between High Street and Nashua Street, the Town is currently negotiating permanent right-of-way and temporary construction easements to address the widening work. Between High Street and Lincoln Street, the Town is currently negotiating permanent utility easements.

Some minor excavation work will be associated with the project. Excavation of curbing will be approximately 1.5 feet below the existing surface to provide appropriate bedding depth for the proposed curbing.

Under-grounding of existing overhead utility lines is proposed between Nashua Street and High Street on the west side of South Street. Excavation for this work is expected to be approximately 2 to 3 feet in depth.

At this point, no new catch basins are proposed to be installed along the new curb line. If it is determined that drainage improvements will be necessary, work will be minor such as adjusting existing catch basin frames and grates.

CLD provided USGS locus maps to all members of the Natural Resources Review Committee.

The project had been presented to NHDHR in November 2007 and again in early 2009. NHDHR has requested a District Area Form be prepared.

As the project does not impact any wetlands, resource agency comments concerning the project were minimal.

CLD confirmed with those present that the project does not need to be presented again.

CLD was directed by Kevin Nyhan to complete a National Environmental Policy Act (NEPA) document (Categorical Exclusion (CE)) and submit the completed form to the Bureau of Environment for review. Upon review and classification of the CE, the project can advertise.

This project was previously reviewed on the following date: 12/19/2007.

Claremont, X-A000(418), 14494

Daniel Hudson noted that this was an initial presentation for the project and gave a brief overview, as follows:

Drapers Corner, a signalized intersection, is located south of downtown Claremont at the crossroads of West Pleasant Street, Charlestown Road (NH Route 11), and Maple Avenue. Hillstead Road, a dead end street, intersects Charlestown Road just west of the intersection. The proposed project would reconstruct the intersection to provide auxiliary turning lanes (12' lanes and 5' shoulders to accommodate large trucks), improved pedestrian facilities, and a modern traffic signal system. The modifications are intended to improve intersection safety and to provide sufficient intersection capacity through the design year. The project is on the State's 10-year plan, slated for construction in 2010.

A northbound right-turn lane would be added to Charlestown Road, a southbound right-turn lane added to West Pleasant Street, and left-turn lanes added to eastbound and westbound Maple Avenue approaches. Hillstead Road would be brought under traffic signal control. Widening to accommodate the changes would necessitate slope impacts to abutting properties, as well as replacement of the existing 4' x 5' stone box culvert on Maple Avenue east of the intersection. Repairs to the outlet end of the existing 42" RCP culvert on West Pleasant Street north of the intersection are also planned. Erosion protection measures are proposed at both culvert inlets and outlets. The culverts carry Tyler Brook, which has Rosgen Stream Classification of A3.

Wetlands along the Tyler Brook are classified as R3UB1 (Riverine, Upper Perennial, Unconsolidated Bottom, Cobble-Gravel). Approximately 3,000 square-feet of wetland impacts are anticipated along approximately 150 feet of the brook. Total project disturbance for roadway, slope, and culvert work is expected to be approximately 75,000 square-feet.

The project area is abutted by residential land uses and has been for many years. A limited Environmental Site Assessment was completed and one site on Charlestown Road immediately south of the project area was found where a fuel leak had occurred, however the status of the site is closed. A search of the NH Natural Heritage Bureau database revealed no record of any rare or exemplary natural communities in the project area.

Handouts were provided, including a locus map, the NH Natural Heritage Bureau database search findings, and photos. D. Hudson concluded his presentation by asking if there were any questions?

Lori Sommer asked what type of structure was proposed to replace the box culvert? D. Hudson stated that an open bottom box structure was planned, likely constructed of concrete and that a slight realignment may be included as part of the replacement.

Vernon Lang asked if both culverts were being replaced? D. Hudson replied no, only the existing box culvert was to be replaced; the outlet of the reinforced concrete pipe (RCP) culvert was to be repaired. D. Hudson noted that he had spoken with an immediate abutter who had said that the roadway hadn't overtopped in the 50 or so years that he'd been living there.

Erosion at the inlet and outlet end of the RCP culvert was discussed and a concern that the culvert is undersized expressed. D. Hudson explained that the culvert is approximately 108 feet long on a 6.5% slope and located at the bottom of a deep fill embankment, so replacing it wouldn't be easy or cheap and would likely require temporary closure of the road. He also explained that West Pleasant Street wasn't being widened at the culvert, so the planned intersection improvements weren't necessitating its replacement. However, D. Hudson agreed to investigate a replacement option and estimate what it might cost, but cautioned that such a replacement might exceed available project funds.

Rich Roach noted that it appeared that a 2-foot perch existed at the culvert outlet. D. Hudson stated that the perch could be eliminated as part of the outlet repairs. R. Roach confirmed that the project would qualify for a State Programmatic General Permit if the NHDES were satisfied with the project design.

Gino Infascelli asked if the project would be adding impervious surface? D. Hudson confirmed that it would, due to the widening for auxiliary lanes. G. Infascelli asked if a search had been completed to see if Tyler Brook was an impaired water, as additional impervious would be an issue. D. Hudson said a search had not been done, but agreed to complete one.

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

Epsom X-A000(668), 15266

This project involves the replacement of the existing 13-foot bridge that carries NH Route 107 over Griffin Brook. The project will also include guardrail and additional roadwork to repair damage caused by the floods of April 2007. The project will also include some minor stream restoration as discussed during the October 15, 2008 Natural Resource Meeting.

Bill Saffian discussed the project and summarized what was discussed at previous resource meetings. He explained that sheet piles would be used during the installation of the bridge abutments. Given their proximity to the newly constructed bridge abutments, these sheet piles will be left in place to avoid damage to the structure during removal. The sheet piles would be cut 2 feet below the ground and the remaining metal would be left in place.

Carol Henderson asked when construction was planned for this project. B. Saffian indicated that the work would be completed during the summer of 2009.

Gino Infascelli pointed out that a wetland permit would need to be filed in both Epsom and Deerfield since the project has impacts in both towns.

No other issues were raised during this meeting and all parties agreed to leaving the sheet piles in as long as they were cut down below the surface.

This project was previously reviewed on the following dates: 9/17/2008 & 10/15/2008

Conway, HDPPE-9117(1), 11339A

This project involves the construction of a 12-mile bypass around NH Route 16 & US Route 302 in Conway. Interim improvements have been completed along the existing routes and an updated traffic analysis is complete. Although the analysis was sent out the day before, Kevin Nyhan asked if anyone had comments and indicated that if there was concern, the Department could have a discussion at the March meeting.

Don Lyford provided a summary of the results of the analysis, which support the construction of the bypass. There was some discussion regarding the NH Route 16 corridor functioning as part of the National Highway System.

Mark Kern indicated that he would like to see an analysis once the southern bypass portion is complete, but feels that the analysis demonstrates the continued need.

Rich Roach indicated that he would like FHWA to provide a written statement as to the need for the bypass. He also asked if the Department would be holding a public meeting to present the findings of the study. D. Lyford indicated that the Department did not plan on holding an additional public meeting. Kevin Nyhan stated that the Wetlands Bureau would be holding a public hearing as part of the permitting process for a new wetlands permit.

Additional comments will be sought at the March meeting.

This project was previously reviewed on the following dates: 3/23/1995, 1/17/2001, 9/19/2001, 5/15/2002, 3/18/2004, 11/15/2006, & 1/21/2009.

New Castle-Rye, X-000(834), 15624

This project will encase the steel H-piles of the piers of the bridge that carries NH Rte 1B over Little Harbor.

David Scott gave an overview of the project. This project will consist of removing existing concrete from the steel H-piles of the NH Route 1B bridge between Rye and New Castle. The piles will then be cleaned off with a high-pressure water jet. New jackets will be put in place and cementitious grout will be pumped into the jackets. It was noted that this work would be the same as the work started this past summer on two bridges to the north of the project. Christine Perron added that Mike Johnson of the National Marine Fisheries Service has indicated that he would like to see work in the water delayed until July 1.

Rich Roach asked if work would be done from a barge and inquired about coordination with the Coast Guard. D. Scott and Jim Bowles said that a barge would be used. C. Perron said that the Coast Guard was not going to require a permit for the project but asked that they be notified of the project's work plan.

R. Roach indicated that the project would be exempt from Army Corps jurisdiction as it involved only maintenance of an existing structure.

C. Perron said that the Natural Heritage Bureau has documented a rare plant in this area, but this plant was not found near the subject bridge when she surveyed the area two years ago.

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

Salem-Manchester, IM-IR-93-1(174)0, 10418C

Marc Laurin handed out information on the Baggett mitigation site in Salem and briefly described the preliminary wetland creation plans. This site was identified in the FEIS mitigation package. The ±6.2 acre site is located off NH Route 38 (Lowell Rd.) and is directly adjacent to southbound I-93. The proposal is to redirect an on-site existing ditched drainage channel through the site and create ±1.2 acres of wetlands (0.2 shallow marsh, 0.2 scrub-shrub and 0.8 forested wetlands). This area would also provide an estimated one acre-feet of flood storage. Disturbance to an established wooded area and a couple small wetlands would need to occur, though some of the creation would occur within the cleared area where the house and outbuilding were previously situated. Approximately 2 ½ acres would need to be disturbed to create the wetland and relocate the stream channel. The Department will place a conservation easement on the property. Presently the Department would own it, but the property could be given to the Town if requested.

Gino Infascelli and Vernon Lang expressed concerns with cutting down trees to create a forested wetland. Rich Roach discussed whether it would be appropriate not to create any wetlands on this site. M. Laurin mentioned that the flood storage mitigation component would need to be evaluated to see if it was necessary to mitigate for the project's floodplain impacts. It was agreed that there is no need to pursue creation at the site unless flood storage mitigation issues become a problem. The site should remain as preservation only. R. Roach and G. Infascelli agreed that there would not be a need to amend their respective permits if creation was not to occur. The Department will write a letter to the Corps and Wetlands Bureau to formally document their concurrence. To facilitate reviews and discussions of future mitigation areas, M. Laurin will provide electronic copies of the Mitigation Plan Reports for the proposed mitigation sites identified in the FEIS.

This project was previously reviewed on the following dates: 8/10/1995, 1/10/1999, 2/16/2000, 5/17/2000, 6/14/2000, 7/19/2000, 8/10/2000, 9/20/2000, 10/18/2000, 1/17/2001, 2/14/2001, 3/21/2001, 4/18/2001, 5/10/2001, 8/15/2001, 9/19/2001, 10/17/2001, 11/21/2001, 1/16/2002, 2/20/2002, 5/15/2002, 6/18/2003, 10/15/2003, 12/17/2003, 10/20/2004, 11/17/2004, 1/18/2006, 12/19/2007, 2/20/2008, 10/15/2008, 12/17/2008, & 1/21/2009.