

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: January 24, 2007

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Bill Hauser
Charlie Hood
Kevin Nyhan
Craig Drouin
Randy Talon
Robert Decker
Ron Crickard
Angela Hubbard
Robert Landry
Erik Paddleford
Cathy Goodmen
Joe Patusky
Carol Niewola
Tricia Lambert
Alex Vogt

Federal Highway Administration

Bill O'Donnell
Leigh Levine

Army Corps of Engineers

Mike Hicks

NH DES

Steve Couture
Gino Infascelli

NH Fish and Game

Kim Tuttle

US Fish and Wildlife Service

Bill Neidermyer

NH OEP/ CLS Program

Stephen Walker

NH OEP/ NFIP

Jennifer Gilbert

DRED – NHB

Melissa Coppola

Southern NH Planning Commission

Paul Mitchell
Amy Kizak

Edwards & Kelcey Inc.

Sean Tiney
Barry Hammer

CLD Consulting Engineers

Jamie Paine

PROJECTS REVIEWED THIS MONTH:

(minutes below and on subsequent pages)

[Enfield, X-A000\(527\), 13185D](#)

[Pinkham's Grant, X-A000\(437\), 14564 & X-A000\(438\), 14564A](#)

[Walpole, 14540U \(Non-Federal\)](#)

[Lebanon, 14566 \(Non-Federal\)](#)

[West Lebanon \(Westboro\) Rail Yard, 14532B \(Non-Federal\)](#)

[Rye, MGS-BRF-X-221\(10\), 13269](#)

[Design and Permit to Construct, Mark, and Light Taxiway 'A' at Skyhaven Airport in Rochester, NH, 3-33-0015-20-2006](#)

[Rochester \(City funded Project\)](#)

(When viewing these minutes online, click on a project to zoom to the minutes for that project)

NOTES ON CONFERENCE:

Finalization of November 15, 2006 Meeting Minutes

No one in attendance provided additional changes to these meeting minutes. The November 15, 2006 minutes were finalized.

Enfield, X-A000(527), 13185D

The Enfield 13185D project, located along NH Route 4A, begins 0.5 mile south of the intersection with Main Street and continues south 1.3 miles to Cogswell Way. The project area lies within a National Register Historic District, which includes LaSalette Nativity, Shaker Village and Shaker cemetery. Drainage currently flows through a series of roadway culverts and flows approximately 1000 feet to Lake Mascoma. Stone will be used at the outlets to reduce velocities and improve water quality before drainage enters the Lake. Temporary impacts will be incurred at a pipe crossing located at Sta. 156+40 Rt. The adjacent property at this location is owned by the State of NH Department of Fish & Game, and protected by the Land Conservation Investment Program (LCIP). The large box culvert located at Sta. 152+10 is being lengthened by NHDOT Bureau of Bridge Maintenance several feet to accommodate 11-foot travel lanes and 4-foot shoulders. Bridge Maintenance submitted and received a Wetland Permit for the work. The proposed project will amend that permit to accommodate anticipated wetland impacts, totaling 4,400 square feet. Temporary slope impacts are proposed at Sta. 166+30 Lt. to accommodate a request from the local snowmobile club.

Steve Walker asked if the easement impact to LCIP land is within the fee or easement area. Alex Vogt responded that it would be within the NH Fish & Game fee area. However, if needed the Department can change this permanent easement to a temporary easement. Following the meeting, plans of the area were provided to Mr. Walker.

Bill O' Donnell asked if the easement was temporary or permanent. B. Davis indicated that it would be permanent. B. O' Donnell said that since the drainage easement would be within the Shaker Village Historic District, it would be a Section 4(f) use of land. C. Hood explained that it is anticipated that the project would qualify for a finding of *de minimis* impact.

K. Tuttle asked if the stream that crossed under the roadway at Sta. 152 +10 was named. It is not.

No one in attendance objected to the project as proposed. Mitigation was not proposed for this project.

This project was previously reviewed on the following dates: 4/20/2005

Pinkham's Grant, X-A000(437), 14564 & X-A000(438), 14564A

Kevin Nyhan presented this project, which consists of the construction of a truss-type pedestrian bridge, adjacent to the NH Route 16 highway bridge over the Ellis River. The Department received earmarked funds to construct this work that would connect overflow parking with the main parking facility at the Appalachian Mountain Club (AMC) visitors center in Pinkham's Grant. The proposed bridge will be approximately 10 feet west of the highway bridge. The south approach to the bridge from the overflow lot will consist of a constructed ramp. At the north side of the bridge, a set of several steps will direct pedestrians to the roadway side slope where they can access the main lot as they do today. Currently, pedestrians cross the Ellis River via the highway bridge. The pedestrian bridge will improve safety.

Total permanent wetland impacts are on the order of 1,500 square feet. One means for pedestrians to access the main lot on the north side of the bridge is over a beaver dam which is located at the outlet of a drainage way along the west side of the highway. At some point, it is anticipated that some type of formal crossing will be constructed at this location. The type, size, design, location and entity that will construct it is not currently known.

K. Nyhan asked for direction as to whether to include an area of wetland impact at this location to accommodate the future work. Depending upon the design of that crossing, the drainage area has the potential to dry up causing an adjacent forested wetland to dry up. G. Infascelli responded that his main concern is that

pedestrians will be directed toward a beaver dam for the crossing of the ditch. He thought that this would be an unsafe condition. K. Nyhan responded that if pedestrians chose to use the beaver dam in the future as they do today, that is not a major concern for the Department as there does not appear to be an existing safety problem with this situation. After further discussion, it was determined that, since there are enough unknown aspects to the design of the crossing of the ditch, that aspect should be left out of the wetlands application for this project. G. Infascelli requested that the Department identify in the wetlands application that there will likely be future work in the vicinity of the ditch for a crossing.

K. Tuttle asked about the dimensions of the beaver dam. K. Nyhan responded that it is approximately 20 feet long and he has heard anecdotal information that beavers are no longer utilizing the area. K. Tuttle also asked about the preferences of the AMC as to the bridge location. K. Nyhan responded that in their original thoughts on the project, AMC envisioned the bridge further upstream, which would have required greater cost and environmental impact.

No one objected to the proposed project and no mitigation was requested.

Walpole, 14540U (Non-Federal)

Kevin Nyhan discussed this project, which consists of the construction of a replacement structure for the double arch bridge that carried NH Route 123 over Cold River, which was lost during the flooding of October 2005. The alignment and location of the structure have been laid out, however the type of structure is still under consideration. The replacement structure has been essentially narrowed down to a modern engineered timber structure or a butted box concrete beam structure. Wetland impacts are estimated at approximately 18,000 sf (9,000 sf permanent and 9,000 sf temporary). The Department has also designed the project taking into consideration the recommendations in the Fluvial Geomorphology based assessment that was completed for Cold River, Warren Brook and Bowers Brook during the summer and fall of 2006. The study recommended a structure that was at or greater than the bankfull width of Cold River, as well as the construction of floodplain culverts through the roadway approach fill on the west side of the bridge. The Department's proposal spans the Cold River 100 feet, essentially the 103 foot recommendation of the study. The Department does not, however, propose to construct floodplain culverts, as the study recommends, as a stone lined drainage area directs floodwater from upstream of the bridge, under the structure and downstream. The bridge has been designed to pass the 2% annual chance flood (50-year storm). *At the meeting K. Nyhan errantly stated that the bridge was designed to accommodate the 100-year storm.* In addition, the right-of-way involvement with construction of floodplain culverts would have been greater, requiring more use of agricultural areas.

S. Couture, DES Rivers Program, asked for clarification on the floodplain culverts and K. Nyhan responded as outlined above.

B. Hauser inquired as to the need for mitigation. K. Nyhan responded that based on an agreement between the Department of Transportation and Department of Environmental Services, wetland mitigation would not be required for projects addressing permanent fixes to flood damaged portions of southwestern NH.

M. Hicks, ACOE, asked if the flood conditions would be improved with the new design. K. Nyhan responded that pre-flood, the former double arch structure had a 100-year flood elevation of approximately 255.1. Under proposed conditions with the new bridge, the 100-year flood elevation would be 253.2, or 1.9 feet lower than previous.

K. Tuttle inquired if the Department has utilized condemnation procedures under eminent domain for flood projects in the area. K. Nyhan responded that, to his knowledge, the Department has not and has been able to

work cooperatively with landowners. K. Tuttle expressed that the protection of riparian buffers and the riverbank in this area is important enough to consider the use of eminent domain.

No one in attendance expressed additional concern and no mitigation was requested for this project.

This project was previously reviewed on the following dates: 3/15/2006 & 10/18/2006

Lebanon, 14566 (Non-Federal)

The proposed project consists of the rehabilitation of the bridge that carries the Northern Railroad over the Connecticut River between Lebanon and Vermont (Br. No. 060/122). Cathy Goodmen explained that work would be conducted from the bridge above and there will be no permanent wetland impacts. There will be temporary impacts. Angela Hubbard explained that the bridge was constructed in 1928, and is 519 feet long, with an overall width of 33 feet. The deck is timber with a 16-inch ballast bed. Work will consist of bearing replacement, replacement and repair of some steel cross members, pointing of the granite blocks on the pier and abutments and concrete work on the abutments and pier caps.

The Connecticut River Joint Commission (CRJC) requested that the Department consider the construction of a pedestrian walkway along the bridge. However, the bridge is still active for rail use and the safety considerations preclude the construction of a pedestrian walk.

The project is funded in the Capitol Budget, Chapter 259 for railroad bridge repairs. Gino Infascelli inquired about an adjacent USGS gage station. The Department was unable to locate it.

No one objected to the project as proposed.

West Lebanon (Westboro) Rail Yard, 14532B (Non-Federal)

Erik Paddleford discussed this project, which consists of the excavation of petroleum contaminated soil from the northern portion of the Westboro Rail Yard in West Lebanon, New Hampshire. The excavation area is located on the south side of Bridge St. and is bound to the west by the Connecticut River. The petroleum contamination originates from former above ground storage tanks (ASTs) that leaked into the subsurface in the area. The excavation will be approximately 100' feet from the Connecticut River and the planned excavation dimensions are approximately 60' X 80' X 15'. No wetlands are within the excavation area.

M. Coppola, DRED-NHB, inquired where the soil would go following excavation. E. Paddleford responded that the soils would be stockpiled on-site within a concrete foundation located close to the excavation area, which would be lined with plastic. The stockpile would be covered with a tarp and a silt fence would be installed around the soil stockpile area. The contaminated soil would then be properly disposed off site by the excavation contractor once funding is available.

S. Couture, NHDES, asked if this is a Brownfield's project. E. Paddleford stated that it was not funded by the Brownfield's program, since it was owned by the NHDOT. Brownfield funding could only be used if West Lebanon owned the property.

B. O'Donnell, FHWA, asked how the project was funded. Paddleford responded that ODD fund reimbursements were used for the project funding.

G. Infascelli, NHDES, inquired whether the NHDOT was coordinating with NHDES Waste Management Division on the project. E. Paddleford stated that NHDES has been kept aware of the project status.

M. Hicks, ACOE, asked about property ownership for possible mitigation or restoration of another site. E. Paddleford responded that the ultimate goal is to transfer the property over to the town of Lebanon, so they can develop the property. Lebanon would like to construct a parking lot and informational kiosk along with possible hiking trails in the vicinity of the soil excavation area.

Rye, MGS-BRF-X-221(10), 13269

The proposed project consists of the replacement of an historic timber bridge (252/156) built in 1943, on NH Route 1A over Seavey Creek. This creek is in tidal waters and is a navigable water per the US Coast Guard. The Department will maintain access through the channel during construction and the new bridge will maintain the current overhead clearance at high tide. This was previously presented at a Natural Resource Agency meeting on April of 2001 as a concrete bridge, off-alignment to the north. The agencies requested a later presentation with additional alternatives.

This bridge is on the state's red list due to deterioration of the timber pilings. Rehabilitation is not prudent due to the nature of the piling deterioration. Several alternatives for replacement have been presented to the SHPO and all alternatives were acceptable. These alternatives were presented to the Town at a public meeting and at a town Selectmen's meeting. They have eliminated the all-concrete alternative.

The bridge will be replaced on its current alignment. The bridge is currently 22 feet wide, curb to curb with a 3.5-foot wide sidewalk on the north side and a 4.3-foot wide sidewalk on the south side. It will be widened to 30 feet, curb-to-curb, with 5-foot raised sidewalks on each side and a crash rated railing between the travel-way and the sidewalks. The replacement will require a detour along Brackett Road and Marsh Road. Construction will take place during the fall, winter and spring, to avoid the summer tourist season. There was an old dam and mill to the north of the current bridge. The location of these remains will be delineated with some type of fencing, so construction crews will be able to avoid them.

The options presented include, replacement in-kind, pre-fabricated-laminate wood construction, and a hybrid of the laminate wood deck, with steel tube piers, filled with concrete. There will be a Public Hearing this spring to determine the final design elements. When this has been determined another review with the resource agencies will be scheduled. Once final design is determined, the Department will apply for a NHDES Wetland Bureau Standard Dredge and Fill Permit. There will be permanent impacts on the banks due to the widening and temporary impacts during construction. B. O'Donnell recommended contacting D. Hall at FHWA regarding the necessity of a Coast Guard Permit for this work. The riding surface will most likely be asphalt as abutters have noted that the wood deck is very noisy. The asphalt will also protect the wood structure from rotting.

Gino Infascelli asked about utilities on the bridge. The only utility is a water line on the north side of the bridge. This will be carried on the new bridge, under the sidewalk. A question was also asked about pedestrian traffic:- currently there is some pedestrian traffic, especially in the summer and for fishing from the bridge.

Kim Tuttle asked about the height of the new bridge-rail and whether anglers would still be able to fish from the sidewalk. The new rail will be 42 inches high, so this should allow fishing from the sidewalk.

After the meeting, a letter from the Coast Guard dated August 31, 2005, was located stating that a Coast Guard permit would not be needed. During final design the Department should coordinate with the First Coast Guard District bridge staff regarding lighting and other signals that may be required at the structure, in addition to notification procedures should there be any spillage of oil based products during construction.

This project was previously reviewed on the following dates: 4/18/2001

Design and Permit to Construct, Mark, and Light Taxiway 'A' at Skyhaven Airport in Rochester, NH, 3-33-0015-20-2006

Barry Hammer from Edwards and Kelcey (EK) explained the purpose of the presentation was to:

1. Describe the methods proposed for addressing water quality and quantity issues for the upcoming taxiway project.
2. Request feedback from the environmental resource agencies regarding the proposed methods of treatment.

B. Hammer briefly explained the different phases of the project that consist of a base bid and two additive alternates. The Base Bid will be a newly constructed partial parallel taxiway providing access to the 15 end of the runway. Currently, no taxiway exists that accesses this runway end creating a safety issue. The safety issue arises from the need for aircraft to back-taxi on the runway from the nearest taxiway stub. Additive Alternate #1 would realign the existing taxiway that connects the runway to the aircraft apron. Additive Alternate #2 would be a reconstruction of the existing taxiway at the Runway 33 end. B. Hammer stated that based on available funding that the base bid would probably be the only portion built this year.

B. Hammer explained that due to the site-specific conditions, the use of traditional BMPs, such as a detention pond, are not needed to mitigate the water quality/quantity impacts from the proposed work. Therefore, EK has designed drainage swales located on both the north and south sides of the new partial parallel taxiway to address both water quality and quantity. Based on the preliminary design, the swales would be able to meet requirements for treatment and, by using a notched weir/headwall at the northerly end of the westerly swale, storage requirements for a 10-year storm event could be met. B. Hammer concluded the presentation by asking the environmental resource agencies for input:

G. Infascelli, NHDES, stated his concern regarding the high water table at the site and the possibility of standing water in the drainage swale. B. Hammer explained that the swale would be constructed in either a fill area or a shallow cut, resulting in a dry bottom swale.

M. Hicks, ACOE, inquired about the area of wetlands to be impacted. B. Hammer stated there would be 3.04 acres of disturbance for the Base Bid, which has been previously been mitigated with an earlier project.

G. Infascelli inquired about when the permit application would be filed. B. Hammer indicated he anticipated the permit application being complete around the first of March. G. Infascelli also inquired whether or not the abandoned pavement on the north side of the runway was going to be removed as part of this project. Trisha Lambert stated that abandoning that pavement would be done as part of a future project.

Bill O'Donnell, FHWA, asked if the project was driven by a safety concern or to attract larger aircraft to the airport. B. Hammer explained it was to alleviate the need for aircraft to back-taxi to 15 end of the runway, which is a significant safety concern

Rochester (City funded Project)

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cocheco River. The project is currently in a master planning stage for long term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

The City of Rochester is currently proposing to construct a recreational walkway along the Cochemo River within the area from Hillsdale Street (north of downtown, west of the Rochester Community Center and Spaulding High School) to the Rochester Fairgrounds site (within the downtown area). A Plan NH Charette Report previously reviewed the placement of a recreational walkway from the Rochester Fairgrounds to a point further south. This 'master plan' for the northern section of the walkway combined with the Charette Report will be a guide for the City to complete detailed design work in subsequent phases.

Greenway Initiative

The City of Rochester seeks to restore a vital Downtown mixed use center in an attractive and pedestrian, oriented environment. Through a comprehensive planning initiative, the City generated "The Plan for Downtown Rochester" in 2003, as a community-based blueprint for revitalization. One key strategy identified in the plan is the development of a greenway system that includes a Cochemo Riverwalk, comprised of a series of linked destinations and open spaces. In 2004, Rochester hosted a Riverwalk design Charette through Plan NH, which helped shape a community vision for Downtown Revitalization based on reestablishing a relationship with the Cochemo River. The river is recognized as an important natural, cultural, and historic community resource, with an ever-changing character as it winds to and through the heart of the Downtown. In tandem with Downtown enhancement, Rochester continues to expand recreation facilities associated with the Community Center on Wakefield Street. Because the Cochemo River passes the Community Center site, the City recognizes an excellent opportunity to establish a link between the City's primary recreation destination and the Downtown along a riverside trail.

First Phase

The first phase of the Riverwalk Project will begin on City owned property in the vicinity of the Rochester Community Center and Spaulding High School, follow an existing informal path on the east side of the river, and terminate at the end of the City owned property, ending at or near a branch of the existing informal path network. This project will begin to establish the standard for pedestrian and bicycle facility improvements as part of the City's plan to provide safe access between community facilities and the Downtown. The Rochester Cochemo Riverwalk project will actively promote the sensitive development of pedestrian pathways to give people better access to river resources, while making important pedestrian connections throughout the community. The design would respond and relate to the river, taking advantage of the views and recreational opportunities, contribute to the redevelopment of the Central Business District, and maximize visual and physical connectivity to the river, adjacent neighborhoods, and Downtown destinations.

Relevant Elements/Facilities

The location of plan elements, which may include but not be limited to lighting, emergency telephones, landscaping, fences, ADA compliant trail access alternatives, solutions addressing cross street conflicts, seating, public art, informational kiosks, signs, overlooks, neighborhood connections, end-of-trip bicycle storage, and proposed bridge structures will be developed as part of the Concept Plan. The Concept Plan would also address emergency and maintenance access, parking, facilities to meet the needs of persons with disabilities and trail barriers. It is expected that all cross-country links of the project would initially consist of a stone dust (or similar natural material) walking surface.

Along with the input from public meetings, staff meetings and community organizations, this plan will become the basis for all further conceptual design. It will take into account potential Riverwalk alignments, the best possible connections and links between the river and the downtown from neighborhoods, schools, recreational facilities and trail systems. It will look at seasonal opportunities for the trail; the trails compatibility with existing land uses and highlight those areas where buffers and or screening should occur to lessen impact of the trail to the existing land uses and these uses to the proposed trail.

Schedule

The City would like to construct as much of the first phase as they can this year (dependent on the required permitting process and the amount of funding available). They hope to utilize AmeriCorps labor to place the stone dust path, and possible conduit and/or lighting along the path, with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

Mike Hicks, ACOE, stated that a staff member from the National Marine Fisheries Service (NMFS) should be contacted once the riverwalk's master plan has been prepared. The NMFS reviews the Cocheco River for fish habitat. He thought that they would want to walk over the length of the whole project to better familiarize themselves with what is being proposed.

Kim Tuttle, NHF&G, stated that blanding's turtles have been identified in the area. The turtles may use stone dust paths to make nests or place their eggs.

K. Tuttle also asked if a vernal pool survey had been conducted and mentioned that there will be concerns with any vernal pools located within close proximity to the trails, as these serve as breeding grounds for various amphibians and other animals. NHF&G would like to review a vernal pool survey for this area.

Gino Infasceli, DES Wetlands Bureau, assumed that all project areas will be reviewed by a certified wetland scientist for wetlands prior to commencement of construction. If the project impacts wetlands, the proper permit for the scope of impact and type of work must be obtained prior to construction.