

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: February 20, 2008
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT

Alex Vogt
 Bob Aubrey
 Bob Landry
 C.R. Willeke
 Carol Niewola
 Cathy Goodman
 Cheryl Rasmussen
 Chris Carucci
 Chris Waszczuk
 Christine Perron
 Dan Prehemo
 Dave Smith
 Jim Marshall
 John Butler
 Jon Evans
 Kevin Nyhan
 Marc Laurin
 Mark Hemmerlein
 Mike Hazlett
 Nasser Yari
 Peter Stannas
 Randy Talon
 Ron Crickard
 Ron Kleiner
 Steve Liakos
 Wendy Johnson

**Federal Highway
Administration**

Jamie Sikora

NHDES

Chris Williams
 Deb Loiselle
 Gino Infascelli
 Lori Sommer

NH Fish and Game

Cheri Patterson
 Kim Tuttle
 Matthew Carpenter

**NH Office of Energy and
Planning**

Jennifer Gilbert

NH Natural Heritage Bureau

Melissa Coppola

US Fish and Wildlife Service

Bill Neidermyer

EPA

Mark Kern

Army Corps of Engineers

Rich Roach

Town of Derry

Michael Fowler

**Southern NH Planning
Commission**

Tim White

Hoyle Tanner & Associates

Stephen Hoas
 Ted Setas

Stantec

Cole Melendy
 Rene LaBranche

Lois Berger Group

Joe McKeever
 Peter Foote
 Rick Stewart

Fay Spofford & Thorndike

Steve Riesland

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NOTES ON CONFERENCE:

Finalization of January 16, 2008 Meeting Minutes

The January 16, 2008 meeting minutes were finalized via e-mail on February 21, 2008.

Derry, 14192

This project involves improvements (widening) and signal upgrades (Ashleigh Drive, Linlew Drive and Folsum Road) of NH Route 28 in Derry. The project begins approximately 500 ft. south of the Ross Corner intersection and continues northerly approximately 3,350 ft. The purpose of this meeting was to introduce the final design plan for this project to the agencies and bring forth possible issues. Hoyle, Tanner and Associates presented a 50-scale plan of the proposed roadway and signal improvements along with a 50-scaled plan of the proposed drainage networks with existing and proposed drainage flows at the outlets for Q 10, 20 and 50. Photos of the wetlands areas were also shown.

Wetlands have been delineated in the following locations:

1. Northeast corner of Rte. 28 and Ashleigh Drive (Sullivan Tire site- Station 257+00 to 264+00 Lt).
2. Northeast corner of Rte. 28 and Linlew Drive (NH Liquor Store site- Station 273+00 to Station 275+00 Lt.).
3. Northwest corner of Rte. 28 and Tsienetto Road (Derry Police Department site- Station 271+00 to Station 272+00 Lt.).
4. Behind "Pinkerton Tavern" site (Station 271+00 to Station 272+00 Lt.).
5. Stream approximately 400 feet north of Tsienetto Road (Sanmina site – Station 281+50 Lt.).

There are no prime wetlands in the project area (per Town of Derry mapping).

This project was previously presented to the agencies at the regularly scheduled meeting in May 2007. The project proposes improvements consistent with the recommendations of a corridor study completed for the Town of Derry in 2002 for NH Route 28. It is located on said route in Derry and begins at the Derry Meadows intersection (Station 256+00) and continues southerly 0.7 miles to a terminus approximately 500 feet south of Tsienetto Road.

The study recommended that the "pinch point" between Ashleigh Drive and Tsienetto Road, where the roadway presently narrows to one thru lane in each direction, be removed by maintaining 2 thru lanes in each direction. Roadway widening is proposed primarily along the east side of the roadway in order to accommodate the additional thru and associated turning lanes. Additionally a sidewalk has been added along the west side of NH Route 28 where none exists today. At the

previous meeting, a proposed sidewalk was only shown on the east side of NH Route 28, as that is where it exists today. No new signals are proposed within the project limits. There are three existing signal locations (Tsiennetto Road, Linlew Ave. and Ashleigh Drive) that will be upgraded to accommodate the proposed roadway lane use and geometry.

Though the widening is primarily to the east side of the roadway, some minor widening on the west side is needed (a 300 foot section) to accommodate a right turn lane at Tsiennetto Road. The plan depicted the additional roadway widening (in yellow), the proposed sidewalk (purple), the proposed slope work (green) and driveway reconstruction (orange). Wetland areas were shown in blue. The wetland at the northeast corner of Route 28 and Linlew Drive will be impacted. The area of wetland impact is 3,623 s.f. (0.08 Acres).

There are no impaired waterways within the project area, however, Hoods Pond is within a mile of the site and is an impaired waterbody (E. Coli and *Cyanobacteria hypotoxin*).

The total additional impervious area is calculated to be approximately 56,300 s.f. (1.3 acres). The additional widening with slope work totals approximately 87,400 sq. ft. (2.0 acres). The sidewalk and associated slope work areas (no roadway widening proposed) placed on the west side of Route 28 is 20,200 sq. ft. (0.5 acres), of which 11,000 sq. ft. (.25 acres) are slope work areas and 9,100 sq. ft. is sidewalk area (0.2 acres). Driveways – 15,500 sq. ft. (0.35 acres).

The drainage plan details were described. The outfall of six (6) separate drainage areas were evaluated and the flows (Q50) from each are as follows (from north to south):

Area “A”: Box Culvert Outlet 300’ north of Ashleigh Drive; west side of Rte. 28 (Station 260+80 Rt.). Existing: 20.0 cfs. Proposed: 20.1 cfs. Result: net increase of 0.1 cfs.

Area “B”: 36” Pipe Outlet 600 feet north of Tsiennetto Rd.; west side of Route 28 (Station 280+50 Rt.). Existing: 39.0 cfs. Proposed: 45.5 cfs. Result: net increase of 6.5 cfs.

Area “C”: 24” Pipe Outlet 510 feet north of Tsiennetto Rd.; west side of Route 28 (Station 280+90 Rt.). Existing: 15.4 cfs. Proposed: 12.1 cfs. Result: net decrease of 3.3 cfs.

Area “D”: 24” Pipe Outlet 500 feet north of Tsiennetto Rd.; west side of Route 28 (Station 281+00 Rt.). Existing: 6.5 cfs. Proposed: 7.1 cfs. Result: net increase of 0.6 cfs

Area “E”: Folsom Rd. Existing: 4.4 cfs. Proposed: 4.4 cfs. Result: no increase in flow.

Area “F”: NH 28 South of Tsiennetto Rd. Existing: 4.4 cfs. Proposed: 3.6 cfs. Result: net decrease of 0.8 cfs

The project is scheduled to advertise in Fall 2008 with construction to begin in Fall 2008 or Spring 2009.

Rich Roach (ACOE) asked if an aerial photograph could be added to the presentation. It was explained that a high resolution aerial could not be found that showed the proximity to Hood’s Pond. Hoyle, Tanner and Associates will provide in the future.

Gino Infascelli (NHDES) asked what is occurring with the Pinkerton Tavern site, specifically the building and any impacts to wetlands. Hoyle, Tanner and Associates stated that the owner has decided to demolish the building and not relocate it, therefore no site work is proposed under this project.

Matt Carpenter (NH Fish & Game) asked how the wetland impacts were measured. Hoyle, Tanner and Associates stated that the impacts that were measured were slope impacts by area.

Rich Roach (ACOE) confirmed that the project would qualify for coverage under the NH PGP and deferred the regulatory requirements to the State of NH.

This project was previously reviewed on the following date: 5/16/07.

Auburn, FEMA: 1695-NH (Br. No. 120/149)

The proposed project consists of the rehabilitation of an existing bridge that was damaged during the spring floods of 2007. The Town of Auburn has obtained FEMA funds and is pursuing NHDOT Municipally Managed Bridge Aid funds for the project. The bridge is constructed of a combination of stone masonry (reportedly built around 1935 per NHDOT inspection reports) and an extension/widening that consists of cast-in-place concrete abutments (built around 1970) with a cast-in-place concrete deck. The cast-in-place concrete portions of the bridge abutments and associated bridge deck must be replaced due to damage caused by the 2007 storm event. The stone and mortar portions of the bridge are proposed to remain unchanged. Riprap will be added to provide scour protection in the immediate vicinity of the bridge headwall and abutment footings. NHDES wetlands permit 2007-02866 has been obtained for the project. Rare species and/or exemplary natural communities were not identified in the area of the proposed work. This assessment was performed as part of the wetland permit application process.

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

Jefferson-Randolph, NHS-X-0341(018), 13602

Chris Carucci presented this project, which involves upgrades to a section of US Route 2 in the Town of Randolph. This is a breakout project from the Jefferson-Randolph, 13602 project. The project begins just east of Valley Road and continues east approximately 0.8 mile. The upgrades to this section of roadway are somewhat reduced given a tighter budget than originally anticipated. Improvements consist of reconstructing the roadway to provide a consistent 11-4 typical section, replacing culverts and bringing guardrail up to current safety standards.

Kevin Nyhan provided an overview of the environmental implications of the project. He stated that the Department had corresponded with NH Fish and Game Department (NHF&G). NHF&G indicated that since drainage structures are being upgraded to 24" to 30" in diameter, they would suit the pine marten that the NH Natural Heritage Bureau (NHNHB) had identified in the project

area. Kim Tuttle requested that the Department look to install a dry culvert for the passage of small wildlife under the roadway somewhere in the project area. K. Nyhan indicated that the Department would look into it, but the budget is tight and the Department had received an email from K. Tuttle indicating that she did not expect impacts to American marten given the culvert upgrades to 30" diameter. Moreover, as part of the preliminary design, the Department committed to investigating the use of non-structural measures to reduce wildlife mortality along the roadway.

C. Carucci explained to Matt Carpenter, NHFGD, the flooding concerns associated with over-sizing culverts. The drainage structures under the roadway primarily maintain hydrologic connections between wet areas on either side of the roadway. With the exception of intermittent streams, no work in perennial streams is anticipated.

The total wetland impacts for the project are approximately 27,858 square feet of permanent impacts. Mitigation for these impacts and the impacts for the remainder of the future improvements along the corridor, as previously agreed upon, consist of the transfer of a parcel of State-owned land in Jefferson, which abuts the Pondicherry Division of the Silvio O. Conte National Fish and Wildlife Refuge. The parcel is approximately 30 acres in size. Everyone continued to concur with the mitigation.

Rich Roach indicated the project would qualify for a State Programmatic General Permit.

This project was previously reviewed on the following dates: 4/17/02, 8/21/02, 2/19/03, 3/19/03, 4/16/03, 10/15/03, 2/18/04, 6/23/04, 7/21/204, 11/2/05, 2/21/06 & 4/18/07.

Rochester, 10620K (Non-Federal)

Kevin Nyhan introduced this project as the bridge that carries Wardley Brook under the Exit 11, northbound off ramp of the Spaulding Turnpike (NH Route 16). This work will be included in the update-by-contract method for the DES Wetlands Bureau permit and the Army Corps of Engineers Individual Permit. Ron Kleiner discussed the proposal and design alternatives.

The existing bridge is a Red List bridge. It is a 15 '4" high, 9'5" wide, and 106' long pipe arch. The design flow is controlled by backwater from the Cocheco River. The Department proposes to replace it with twin 10' wide x 12' high concrete box culverts with natural material placed in the bottom to simulate a natural streambed.

Alternatives considered include:

1. Span structure: This was dismissed due to soil conditions. The soils would not support shallow foundations. Deep foundations would be too costly and require too much time to construct. The ramp will only be closed for a short duration and construction needs to be contained within that timeframe.
2. Single box culvert: This was dismissed due to shipping requirements. A structure of this size could not be shipped over the roadway to the site.

Kim Tuttle expressed concern for losing water in the structure if the materials placed in the bottom allowed the water to flow underneath it. Appropriate gradation of material would prevent this. In

addition, K. Tuttle felt that the water would be too shallow in the structure. R. Kleiner indicated that the materials would be appropriately graded and as the hydrology is backwater driven, there should be little concern for shallow depths in the culvert.

Gino Infascelli asked if one of the culverts could be approximately 6" lower than the other; one carrying the main channel and the other as an overflow type structure. Bob Landry indicated that he would look into it by talking to the Bureau of Construction. He had questions of how to fabricate it.

Rich Roach asked if a rock dam could be constructed upstream in front of one of the structures to force water through the other. A majority of the agencies in attendance did not support this approach.

After additional discussion, it was agreed that the Department should continue with the design of the twin box culverts as-is with both boxes at the same elevation. R. Roach indicated that the Individual Permit would not need to be amended for this work.

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

Wakefield 14085, 14871 and 14872 (Non-Federal)

These projects were presented by Cathy Goodmen and Wendy Johnson. The intent of these projects is to add northbound left turn lanes on NH Route 16 at the intersections of Gage Hill Road, Governor's Road and Stoneham Road. These projects were previously presented at the January 16, 2008 meeting and concerns were expressed about slip lining a severely deteriorated 30-inch diameter, 155-foot long culvert that travels under Route 16 on the Governor's Road, 14871 project. The subject culvert is under approximately 30 feet of fill so slip lining is the only feasible option given current budget constraints. W. Johnson confirmed that there is only a one-foot drop in slope from inlet to outlet and even at low flow the culvert is three quarters full of water. The Department has reviewed the culvert and given the length of the pipe and that it usually contains standing water, it is unlikely that amphibians use it on a regular basis. The Department has reviewed several additional options and has determined that the best alternative in this case is to slip line with a 24-inch plastic pipe.

Gino Infascelli had previously asked if there was beaver activity in the area. NHDOT District 3 was contacted and had no recollection of any beaver activity in the area. Kim Tuttle asked what the upstream areas are like. W. Johnson indicated that based on the USGS topographic map, the elevation 5,000 feet upstream is only about 4-feet higher than at the subject culvert inlet. G. Infascelli asked if the Department could use an in-situ form with concrete and roughen the inside. W. Johnson said this is sometimes used in larger sewer pipes but given the size of the culvert, could not be used in this situation. R. Roach indicated that this project qualifies for coverage under the NH PGP. K. Tuttle indicated that given the constraints of this location, NH Fish & Game was willing to accept the plastic sliplining alternative.

These projects were previously reviewed on the following date: 1/16/08.

Portsmouth-Dover-Rochester, 15304

Chris Carucci presented a preliminary overview of alternatives. The project consists of addressing deficiencies of 7 pipes at three sites. The project is scheduled to begin during the summer of 2008. In Portsmouth, four 84-inch corrugated metal pipes are located on Hodgson Brook under Interstate 95. Each pipe is approximately 630 feet in length. The inverts of these pipes are corroding. Depending on the severity of the corrosion, which has yet to be determined, these pipes will either be lined with a plastic liner (known as sliplining) or the bottom half of each pipe will be lined with concrete (known as shotcrete). At this time, the Turnpikes Bureau prefers sliplining because it will have a longer life span than shotcrete. Shotcrete can be used only if the metal pipe is solid enough to attach the necessary reinforcing studs and wire mesh. The Hodgson Brook Watershed Committee is being kept informed about this project.

Kim Tuttle asked if at least one pipe could be repaired with concrete instead of slip lining, preferably the pipe that best aligns with the natural channel. C. Carucci stated that the treatment would depend on the condition of the pipes. K. Tuttle asked if there is a drop at the grates covering the pipes. C. Carucci explained that there is no drop and that the grates are over both the inlet and outlet ends of the pipes to prevent people from climbing into the pipes. The grates will remain in place after pipe repairs are completed.

Matt Carpenter asked if the increase in velocity through the pipes due to slip lining would cause impacts downstream. C. Carucci stated that the downstream area is a large wetland; if sliplined, velocity through the pipes would increase from 5 to 7 feet/sec.

C. Carucci clarified that wetland impacts with either repair option would be limited to temporary impacts for construction access. Because this site consists only of maintenance of currently serviceable structures, Rich Roach indicated that this work would be exempt from ACOE jurisdiction.

In Dover, one 42-inch concrete pipe is located on an unnamed tributary to the Bellamy River under the Spaulding Turnpike. The pipe is 170 feet in length. Proposed work originally involved slip lining; however, the preferred option now is to reset the end sections that are out of alignment, patch the interior joints, and construct headers at the inlet and outlet.

M. Carpenter noted that there was some erosion downstream and asked if it would be possible to increase the diameter of the pipe. C. Carucci explained that a full replacement would be significantly more expensive due to the four lanes of traffic. Since this is a maintenance project, a full replacement is beyond the scope of the project.

R. Roach indicated that this work would also be exempt from ACOE jurisdiction.

In Rochester, two 72-inch concrete pipes are located on Clark Book under the Spaulding Turnpike. Proposed work originally involved sliplining; however, the preferred option now is to repair the interior joints, extend the pipe at both ends, bury the deteriorating headwalls with fill and construct new concrete headwalls. The pipes are under approximately 40 feet of fill. There will need to be

some clearing for access. Christine Perron added that the Natural Heritage Bureau identified an exemplary floodplain forest just downstream from this pipe.

Melissa Coppola indicated that she would like to conduct a site visit in the spring to look at potential impacts to the floodplain forest.

R. Roach confirmed that Rochester work would qualify for coverage under the NH PGP.

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

Rye, MGS-BRF-X-T-0221(010), 13269

This project was presented by Cathy Goodmen and Bob Aubrey and involves the replacement of the NH Route 1A timber bridge over Seavey Creek in Rye, NH. This project was previously discussed at the 4/18/01, 1/24/07 and 3/21/07 meetings and is being presented now to provide total wetland impacts and discuss whether there is a need for mitigation.

The project will require the abutments and their associated stone fill to be moved back. In order to construct the pier bents, there may be a need for a temporary work trestle to be erected. The construction of the trestle would require temporary channel impacts. The contractor will not be allowed to constrict the channel in any way that would adversely affect the ebb and flow of the tidal waters. The main channel will remain open for boaters except for short periods of time when the pre-fabricated timber deck panels are being constructed over the main channel between bents. The approach work is entirely within the tidal buffer zone, but will mainly consist of roadway reconstruction with some widening of the shoulders through the area. There is no seasonal period of low flow as this is a tidal zone.

This project is scheduled to advertise in August of 2008 with a project completion date of late spring 2009. Through traffic will not be maintained during construction, thus requiring the implementation of a signed detour route. Wetland impacts: 14,250 sf temporary, 24,000 sf tidal buffer zone, and 15,750 sf permanent for a total of 54,000 square feet.

C. Goodmen asked if the work in the tidal buffer zone is considered a permanent impact, if this work requires an Army Corps Individual Permit and if there is the need for mitigation. Those in attendance agreed that the impacts within the tidal buffer zone would not be considered permanent, as this project involves the reconstruction of an existing roadway. Lori Sommer stated that the replacement is within the existing footprint so no mitigation would be required. Rich Roach stated that an Individual Permit would be required. Gino Infascelli stated that the wetlands permit would likely need Governor and Council approval as it involves fill within tidal waters. Melissa Coppola asked if a seed mixture, specially adapted to sandy coastal soils, could be used on the slopes to ensure future, native plant growth. C. Goodmen indicated that the Department would check into this possibility. Jamie Sikora asked if there were any resources eligible for the National Register of Historic Places within the project area. C. Goodmen responded that the bridge itself is eligible, but the New Hampshire State Historic Preservation Officer has accepted the proposed design and

mitigation package. This package includes documentation of the existing bridge and other area resources as well as designing the new bridge to look similar to the existing one.

This project was previously reviewed on the following dates: 4/18/01, 1/24/07 & 3/21/07.

Durham-Newmarket, STP-TE-X-5133(009), 13080

Kevin Nyhan provided a background of the history and scope of the project. John Butler described the project in detail; the intent of which is to provide 4' shoulders along the length beginning at approximately the Durham Point Road intersection in Durham, south approximately 3.5 miles to the Lamprey River Bridge in Newmarket. Several intersections will also be improved. He indicated that a majority of the wetland impacts would occur in the 0.5-mile flat section of road, in the vicinity of Bennett Road, commonly referred to as "the flats." Total wetland impacts are approximately 1.0 acre. Areas for drainage treatment have been incorporated into the project; primarily in the areas where curbing and closed drainage are proposed.

K. Nyhan presented the mitigation package that was reviewed back at the May 18, 2005 meeting. Although Mark Kern had questions regarding cooperation with the University of New Hampshire to study turtles regionally, and Lori Sommer indicated that more money may be appropriate, no one in attendance objected to the mitigation measures at that meeting.

Proposed mitigation includes:

1. Clearing limitations – eliminating the typical tree clearing at the proposed toe-of-slope.
2. ¼ acre of Japanese knotweed eradication
3. Turtle crossing signs
4. 1,000 linear feet of roughened roadway side slopes (i.e. railway ballast) to make shoulders less attractive to nesting turtles
5. Partnering with NRCS, NERR, NHFG to provide \$30,000 of State funds for the Power's Project, a wetland creation site.

K. Nyhan indicated that the Power's site would create a mosaic of wetland wildlife habitat for a number of species, including turtle species, the target for the Department's mitigation package. He indicated that he believed some wet meadow would be impacted to create the site.

Several agency representatives questioned the merits of the Power's project.

Kim Tuttle expressed concern that the mitigation was not appropriate from the standpoint of NH Fish and Game. Cheri Patterson, NH Fish and Game, indicated that one aspect of the project may be eliminated: the impounding of water with a small dam. Matt Carpenter and C. Patterson asked whether there were any concerns with water quality (nutrient loading) once the dam was built with the property actively used as pasture for cows in the past. Further conversation lead Fish and Game staff to realize that further in-house information was needed concerning the project before further comment could be made. K. Nyhan expressed concern as NH Fish and Game is a partner in the project and funding provided by the Department would be run through the NH Fish and Game Department. K. Nyhan also stated that the Department reviewed culverts in an effort to upsize those that would require replacement to provide passage under the roadway. Most of the

culverts are in good condition and since the Department will not be raising the elevation of the roadway as not to change the complicated hydraulics, culverts will probably not be modified in this regard.

Lori Sommer indicated that she thought that approval of the mitigation hinged on the Department studying turtles in cooperation with UNH. K. Nyhan stated that Dr. Kim Babbitt was not interested in the partnership and that he did not believe that approval of the mitigation was contingent upon the study. K. Nyhan stated that he would ask that any NH Fish and Game monitoring include an evaluation of turtle mortality along the roadway.

L. Sommer stated she was reluctant to okay the \$30,000 the Department is proposing because it could be contributed to the in lieu fee program at DES.

M. Kern asked how knotweed would be eradicated and monitored. K. Nyhan responded that the Department has recently published an internal Best Management Practices manual for the control of various invasive species and those methods would be utilized. It is available on the web at: <http://www.nh.gov/dot/bureaus/environment/documents/BMPsforRoadsideInvasivePlants.pdf>.

Rich Roach stated that the Department should reevaluate the mitigation. L. Sommer agreed. K. Nyhan stated that he would bring the Power's Parcel partners in to the next resource agency meeting to present the project.

This project was previously reviewed on the following dates: 12/18/02, 12/17/03, 5/18/05, 9/15/05 & 9/21/05.

Salem-Manchester, IM-IR-93-11(174)0, 10418C

This project involves widening Interstate 93 between Salem and Manchester. Impacts to the Armstrong preservation parcel (Site# 49) in Windham were discussed. These changes are necessitated by proposed design changes to the Exit 3 southbound on-ramp.

Dan Prehemo presented an aerial that detailed the proposed changes from the FEIS preliminary design at the southbound Exit 3 on-ramp. Geotechnical information shows deep layers of muck, up to 35 feet in depth, are present within the existing loop ramps, which would need to be removed if the on-ramp were to be constructed as proposed in the FEIS. Removing the muck is problematic due to high costs (\$2M estimated), constructability issues and because it would most likely require impacting all of the existing wetland within the loop ramp. There are also concerns with direct drainage into Cobbetts Pond and a lack of space to provide adequate treatment measures during construction. Hydraulic concerns with pre- and post-construction flows also exist. To avoid dealing with muck excavation, the alternative alignment will use the existing loop ramp embankments. This design will however, require additional impacts to the Castleton property and the Armstrong preservation site.

Preliminary design has estimated that a 0.4 acres triangular shaped upland portion of the 11-acre Armstrong site would be required. These impacts are to a wooded area directly adjacent to the existing I-93 ROW and along the edge of the property. Rich Roach stated that it made sense to not

excavate into the muck area. Consensus was reached, by all present, that since the impacts to the preservation site were minor and along the edge of the property, the proposed changes made environmental sense. In response to an inquiry by Gino Infascelli's, D. Prehemo noted that the wetland impacts have not yet been finalized and will be submitted to the Wetlands Bureau and the Corps when the re-design of the ramp has been completed. Wetland impacts in this area should be less, as the proposed ramp is located on an existing roadway embankment and will avoid the wetland within the existing loop. The new design will however, require minor impacts to a nearby wetland that would not previously have been affected. As a point of information, Pete Stannas stated that design modifications in the Exit 3 area, will include shifting the proposed mainline to the west to make use of the existing southbound lanes. This change will increase the area of the Highway Median preservation site (Site# 24) by about 2½ acres from what was proposed in the FEIS.

This project was previously reviewed on the following dates: 8/10/95, 1/10/99, 2/16/00, 5/17/00, 6/14/00, 7/19/00, 8/10/00, 9/20/00, 10/18/00, 1/17/01, 2/14/01, 3/21/01, 4/18/01, 5/10/01, 8/15/01, 9/19/01, 10/17/01, 11/21/01, 1/16/02, 2/20/02, 5/15/02, 6/18/03, 10/15/03, 12/17/03, 10/20/04, 11/17/04, 1/18/06 & 12/19/07.

Hampton Falls-Hampton, 13408B

Bob Landry asked if anyone in attendance had any input on the draft feasibility study as requested at last month's meeting: input the Department was soliciting included missing items, etc. With the exception of Rich Roach, no one in attendance was prepared to provide feedback as of the date of the meeting.

B. Landry stated that Gary Kassof, USCG, indicated a US Coast Guard permit would be required for the new bridge. The Army Corps of Engineers will be the lead Federal agency.

There is still a question as to whether the installation of the dam was ever permitted by ACOE back in the 1950's.

Melissa Coppola requested a copy of the feasibility study. One was given.

The deadline for comments was extended until the next resource agency meeting of March 19, 2008. Written comments should be submitted to Bob Landry (rlandry@dot.state.nh.us) by March 14, 2008.

The project will be discussed at the March 19, 2008 meeting.

This project was previously reviewed on the following dates: 12/19/07 & 1/16/08.

Swanzy, Homestead Woolen Mill Dam (#232.01) and Thompson Covered Bridge (No Project Number)

This project was presented by Deb Loiselle (NHDES) and Jim Marshall (NHDOT). D. Loiselle expressed that the subject proposed projects are located in West Swanzey, NH, and that she, and other Project Partners, have been working on the Homestead Woolen Mill Dam removal project for approximately 10 years. Recent discussions and funding procurements for the Thompson Covered Bridge make these projects hopeful for 2008 construction. The purpose of the presentation was to make the resource agency attendees aware of the progress and status. However, it was noted that future and more elaborate presentations would occur in the future.

The Homestead Woolen Mill Dam Project Partners include state and federal agencies, interested parties and the Town of Swanzey. Since this dam has been under consideration, one of the greatest concerns with the dam removal project was the stability of the Thompson Covered Bridge. It was determined that whether the dam is removed, or not, the center pier of the bridge needs to be addressed due to the risk of additional scour and the overall stability of the bridge. The removal of the dam would accelerate the scouring. The bridge is on the National Register of Historic Places and is an important feature to the residents of Swanzey and State of New Hampshire. A comprehensive Feasibility Study was commissioned in 2004 and the Town of Swanzey was provided an opportunity to obtain ownership of the dam. In March 2006 the Town of Swanzey voted to decline taking over ownership; however, they did vote to secure \$50,000.00 for necessary design, engineering, and/or construction to ensure the stability of the bridge. In July 2006 the NHDOT was made aware of a funding opportunity for the bridge. This was a federal grant known as the National Historic Covered Bridge Preservation Program. The NHDOT, in conjunction with the Town of Swanzey, prepared and submitted the application and requested an amount of \$344,000. The Town of Swanzey will be providing the non-federal match in the amount of \$86,000.00; thus a total of \$430,000.00 is available for the design, engineering, permitting and construction of this project. The NH Division of Historical Resources (NHDHR) and the NH Department of Environmental Services (NHDES) also provided assistance with preparation of the application. In July 2007, the NHDOT was informed the grant had been awarded.

The removal of the dam was scheduled for 2007, however, R. Roach from the Army Corps of Engineers had expressed on numerous occasions that a permit would not be given for the dam removal project unless the bridge was addressed first. Because the funding for the work associated with Thompson Covered Bridge had not been secured until recently; the dam removal project had not been aggressively moving forward. In addition, the consultant for the dam removal project (VHB) and Project Partners were hesitant to move forward with a final design until more details on the bridge design were available. D. Loiselle noted that a meeting was held the previous week with representatives from NHDES, VHB, American Rivers, US Fish and Wildlife Service, Town of Swanzey, and the dam owner to discuss the status of both projects. In addition, the attendees discussed outstanding items, concerns and willingness to work collaboratively. The goal for both of the projects is 2008. The Town of Swanzey has not yet submitted an RFP for the design and engineering for the bridge, but plan to do so soon. D. Loiselle again expressed that a more detailed presentation will occur once a consultant is selected.

The dam removal project will include the removal of the dam in addition to the placement of three (3) rock vanes. The consultant (VHB) has determined that the vanes are necessary in order to pass fish, provide some stability to the bridge and prevent headcutting. J. Marshall called attention to the conceptual design plans provided. The Thompson Covered Bridge will require repairs to the center pier and abutments. D. Loiselle noted that these projects have been the topic of many NH

River Restoration Task Force Meetings over the years; and that many of the agencies present today have been involved and supportive of the project. In addition, the NHDHR has been kept apprised of the proposed projects. As a result of the Feasibility Study, it was determined that the federally-listed dwarf wedgemussel is located within the project area. A single species was identified in the vicinity of the bridge. Susi VonOttengin is aware of the project and has expressed that dam removal will provide a benefit to the mussel. She will continue to be kept involved and mitigation will be determined in the near future. The NH Natural Heritage Bureau (NHNHB) was contacted and it was determined that a Silver Maple Flood Plain Forest is located upstream of the project area. VHB has coordinated with the NHNHB and it was determined that some change may result as a result of the project, but that it is acceptable given the overall benefit of the dam removal project. D. Loiselle has talked with Craig Rennie (NHDES-Wetlands) and he has suggested that one (1) permit application be submitted for both projects and would be signed by the Town of Swanzey and the dam owner as co-applicants. Since this is not a NHDOT project, G. Infascelli indicated that he would not be reviewing the application.

D. Loiselle inquired if there are any additional concerns or issues at this juncture. Any information at this point would be extremely helpful, especially since the Town will be preparing an RFP in the near future. Attendees were happy to hear that the projects are moving forward.

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

Mount Washington Regional Airport (No Project Number)

This project was presented by Steve Riesland of Fay, Spofford & Thorndike (FST). This project involves the reconstruction of the partial parallel taxiway, taxilanes and the aircraft apron at the Mt. Washington Regional Airport. The partial parallel taxiway will consist of approximately 700 FT x 35 FT Taxiway 'A.' The purpose of the parallel taxiway is to provide a safer and more efficient access to the single Runway 10-28 at the Mt. Washington Regional Airport. Another component of the project will be the construction of approximately 850 FT of taxilanes to service the existing hangar area. The purpose of the taxilanes is to provide an alternate and more efficient access to the existing hangar area. Currently the hangar area is serviced by a single point of access from the existing apron pavement. The aircraft apron is 43± years old, in poor condition, and is in need of reconstruction. In addition, three existing tie-down locations will be displaced as part of the construction of the parallel taxiway and will need to be replaced. A total of 10 tie-down spaces will be provided.

Wetlands were recently mapped by Schauer Environmental Consultants and field located by ground survey. The construction of the parallel taxiway will impact approximately 80,770 square feet of wetlands (1.854 AC). The wetlands are of low value and function and consist of poorly drained soils within a mowed field adjacent to the runway.

FST met with the Whitefield Conservation Commission to discuss wetland impacts. The chairman of the Whitefield Conservation Commission indicated that the commission is not concerned about the grassland swale impacts between the runway and taxiway, but is concerned with a little finger wetland impact that is westerly of the existing hangars and under the flight path of a Harrier

(hawk). The existing wetlands between the hangar area and the runway are compromised and perform few wetland functions. The airport is willing to offer to exchange a like area of land adjacent to the existing finger wetland for the area of tree removal in this wetland for the purposes of allowing the land to “go back to nature.” The chairman of the Whitefield Conservation Commission also wanted an in-lieu-of-fee to compensate for the remaining impacts.

S. Riesland asked the agencies if an in-lieu-of-fee could be considered. Lori Sommer (NHDES) asked if the acquisition(s) associated with the in-lieu-of-fee could be completed within this project.

Mark Kern (EPA) asked if this is an FAA funded project and will the grant application include the mitigation costs. S. Riesland responded that the project will be funded in part by FAA and that the application would include mitigation costs.

Rich Roach (ACOE) said that S. Riesland would need to document the research of other opportunities for wetland “restoration” before the agencies could agree to an in-lieu-of-fee for mitigation. S. Riesland said that he would work with NHDES and the Whitefield Conservation Commission to identify possible opportunities for wetland restoration in the vicinity of Mt. Washington Regional Airport.

Kim Tuttle (NHFG) suggested that S. Riesland contact NHF&G Region 1 in Lancaster (Diane Emerson) for possible wetland restoration opportunities including riverbank restorations.

Mitigation: Due to the limited availability of uplands within the boundary of the airport, construction of similar wetlands on airport property is probably not feasible. A more suitable method of mitigation will be to determine the cost of on-site wetland construction and utilize a like sum of money for the purchase of property near the airport as conservation land. FST will coordinate with the NH Audubon Society, the Nature Conservancy, US Fish and Wildlife, and the Friends of the Pondicherry to identify an appropriate parcel.

FST will proceed with the design and required documentation and submit to NHDES for approval.

This phase of the project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting. A previous phase of this project was discussed at the June 21, 2006 Meeting.