

# BUREAU OF ENVIRONMENT CONFERENCE REPORT

**SUBJECT:** NHDOT Monthly Natural Resource Agency Coordination Meeting

**DATE OF CONFERENCE:** August 15, 2007

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

Jon Evans  
Cathy Goodmen  
Mark Hemmerlein  
Don Lyford  
Mike Pouliot  
John Buttler  
Angela Hubbard

**Federal Highway  
Administration**

Bill O'Donnell  
Paul Foundoukis  
Leigh Levine

**NHDES**

Gino Infascelli  
Lori Sommer  
Steve Landry

**US Fish and Wildlife  
Service**

Maria Tur

**NH Office of Energy and  
Planning**

Jennifer Gilbert

**EPA**

Mark Kern

**NH Fish and Game**

Kim Tuttle

**NH Division of Historical  
Resources**

Linda Wilson

**Nashua Regional Planning  
Commission**

Tim Roache

**Parlin Airfield – Newport**

Dean Stetson  
Maria Stetson

**PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:**

*(minutes on subsequent pages)*

[SAFETEA-LU consultation & mitigation requirements for metropolitan and statewide planning](#)

[Newport- Parlin Air Field \(No Project Numbers\)](#)

[Andover, 13349 \(Non-Federal\)](#)

[Manchester, 14170, X-A000\(220\)](#)

[Concord, 12004, BRF-X-5099\(021\)](#)

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

## **NOTES ON CONFERENCE:**

### **Finalization of May 16, 2007 Meeting Minutes**

Jon Evans noted that Kim Tuttle had sent several minor changes to him earlier and that these would be incorporated into the minutes. The July 18, 2007 meeting minutes were finalized.

### **SAFETEA-LU consultation & mitigation requirements for metropolitan and statewide planning**

This discussion follows up on previous discussions regarding SAFETEA-LU planning/ environmental consultation and mitigation requirements. Leigh Levine from FHWA solicited comments and suggestions from information provided during the July 18, 2007 meeting.

NRPC identified 5 projects with potential impacts and mitigation. The Circumferential Highway and Broad Street Parkway projects are in question now, and will be reconsidered in 2008 when the plan is updated. NRPC has tried to identify resources and mitigation concepts.

NRPC was advised to:

1. Examine restoration/creation choices; and
2. Consider the region's landscape, and tie in their transportation plan to protected wildlife and water supply areas.

NH Fish & Game's Wildlife Action Plan was mentioned as a resource, and is available on the Fish & Game website.

Nashua's eagle habitat was noted, especially around the Nashua River. Fay Ruben at UNH's Complex Resource Systems was mentioned as a resource for up-to-date eagle habitat information.

Emily Brunkhurst of NH Fish and Game was also referenced as somebody to contact for information on the wildlife action plan.

Considering cumulative impacts and in lieu fee options for mitigation were discussed as options. Work being done on the Merrimack River watershed could be useful. Sara Thorne would be a good contact for more information on the region's drinking water supply.

NRPC was advised to further investigate impacts on cultural resources, and requested to change language in the plan to indicate that the MPO will "revisit to ensure" that resources and impacts will be identified as necessary. The OEP's State Development Plan was cited as a good example for consideration of cultural resources within a broader planning document. A NHDOT programmatic MOU on cultural resource assessment was also mentioned as a resource, as was a DOT-DHR Stone Culvert Study now underway.

NRPC was advised of new Army COE guidance on appropriate mitigation ratios for wetlands. The COE is now favoring creation/restoration strategies.

### **Newport- Parlin Air Field (No Project Numbers)**

Preliminary presentation to show erosion from the Sugar River at the end of the runway and to request suggestions for repair and/or prevention of further erosion.

Newport- Parlin Field- Cathy Goodmen presented an overview of this project. Parlin Field, a municipally owned airport, is located north of the town of Newport NH west of NH Route 10 and south of Corbin Road. The paved runway runs north-south and the Sugar River runs along the south end of the paved runway. In recent floods, the river has been eroding the bank and is encroaching on the runway safety area at the south end of the paved runway. This flooding also has covered the south end of the paved runway several times and as a result the airport has had to close until the flooding receded and the area cleaned up of debris. This airport is used for local area pilots and also emergency flights. The town has proposed two options for improvements to the runway and its safety area:

- 1- Short term: Stabilize the bank of the Sugar River to prevent further erosion and restore an existing drainage swale to its original dimensions to allow storm water to drain into the river from land on the east side of the runway.
- 2- Long Term: Raise the elevation of the southern end of the airport several feet to prevent flooding of the runway in the future.

Mark Kern asked if there are mapped floodplains on airport? After the meeting, Cathy verified that the main part of the airport and paved runway are in the 500-year floodplain, but the southern end of the paved runway and land around it and the cut-off oxbow lake are in the 100-year floodplain.

The manager of the airport, Dean Stetson, has had a preliminary report prepared by a civil engineering firm, describing the possibility of using bioengineering to stabilize the bank of the river. This includes use of live willow stakes, enviro logs, and pebble-soil filling. Cathy asked what would be acceptable for stabilizing this bank. Gino Infascelli added that using root wads, pointing upstream might be useful in trapping sediment and debris flowing downstream. This would actually add material to the river bank over time. Mark Kern asked about shifting the runway farther to the north, but Corbin Road is located there limiting the northerly limit of the paved runway to its existing location. Mark Kern also asked about skewing the paved runway so the southern end is more easterly of the existing location, away from the river. Cathy and Dean Stetson noted that this would be beyond the ability of the town, as it would mean rebuilding the entire runway. Kim Tuttle asked who owns the other side of the river. Dean Stetson noted that most of it is owned by the town. Lori Sommer asked if the airport needs a federal permit to work in wetlands. Mark Kern noted that probably they would, but Rich Roach was not present to provide a definitive answer. Gino Infascelli asked if there is a culvert under the paved runway where the extension was added in 1992 and cut off the oxbow lake. Dean Stetson said there is and it is about 3 feet by 3 feet in size. Mark Kern noted that the bank stabilization looks like a viable project, and that the raising the paved runway has questionable benefits. All attending agreed that the bioremediation proposal was the preferred method for stabilizing the river bank and protecting the paved runway and its safety area.

### **Andover, 13349 (Non-Federal)**

This project is adjacent to the Andover Cemetery and a prime wetland. A general review of the project was discussed. Re-align sharp curve on NH Route 11 at Flaghole Road- Cathy Goodmen presented this. Route 11 curves very sharply at the Lake View Cemetery and the intersection of Flaghole Road. An abutter will deed some farmland to the state to add a gentler curve to the roadway and NHDOT will deed the existing ROW to the town of Andover. This project will have some small impacts on a prime wetland connected to Highland Lake. Cathy noted that the permit application has been sent to NHDES Wetlands Bureau. Gino Infascelli asked if the new road would be lifted near the wetlands. Cathy said no, it would just tie in to the existing roadway. The impacts are some shoulder fill for the new construction and an area where a culvert that runs under NH Route 11 will be replaced. Lori Sommer noted that mitigation will be needed and if the Department had examined where this might be located. Gino Infascelli noted that the mitigation could be

provided by enlarging the culvert that is to be replaced. Kim Tuttle noted that a natural bottom culvert would be good as the photos of the wetland looked like good turtle habitat. Mark Kern stated that the ACOE would most likely classify this as SPGP. Cathy said there are approximately 1000 sq feet of permanent impacts and 5600 sq feet of temporary impacts.

### **Manchester, 14170, X-A000(220)**

Jon Evans presented this project which involves the replacement of the Island Pond Road Bridges over Interstate 93 in Manchester, NH and construction of a sound barrier adjacent to the nearby Pinebrook Place Neighborhood.

The Island Pond Road bridges have substantial superstructure deficiencies and therefore are on the State Red List. In order to replace the bridges, the roadway will be closed during construction and traffic will be detoured around the area. On the eastern side of the northbound bridge there is a small perennial stream which runs under Island Pond Road by way of two corrugated metal pipes approximately 36" in diameter, one of which operates as an overflow culvert. Both of these culverts will be replaced during this project. Jon Evans noted that the NH Natural Heritage Bureau identified two species of concern in the area, the Banded Sunfish (*Enneacanthus obesus*) and the New England Cottontail (*Sylvilagus transitionalis*). Kim Tuttle noted that these species would not be negatively impacted by this project however she noted that this was prime habitat for the Eastern Hognose Snake (*Heterodon platyhinus*). Kim requested that either the overflow culvert be replaced or a culvert that is at least bank full width to allow for passage of species such as the Eastern Hognose Snake. Gino Infascelli suggested another alternative would be to install a box culvert with a shelf to allow for passage of the Hognose Snake and Kim Tuttle agreed that this would be sufficient. Kim Tuttle also requested that the pipes not be replaced with smooth bore plastic pipes and that the perched outlet be lowered to accommodate for aquatic organism passage. Steve Landry noted that it would be most beneficial to wildlife if a structure 1.2 times bank full width was installed. It was noted that should wetland mitigation be necessary a larger structure might be a potential form of mitigation. Jon indicated that the Department would look into these options and try to accommodate where necessary and appropriate.

This project also includes the construction of a soundwall to the northwest of the Island Pond Road Bridges. The proposed soundwall will provide protection for approximately 33 homes on Pinebrook Place and Cranwell Drive. This structure will connect to the existing Traywall sound barrier to the south of Candia Road. Jon noted that the exact length of the barrier is still unknown due to difficulties in obtaining some of the permanent easements necessary for construction of the structure. He also noted that there are several small wetlands located throughout the project area which will be impacted as a result of the project. These wetlands are mostly associated with drainage from the Pinebrook Place neighborhood. Lori Sommer asked what the total wetland impact area will be. Jon responded that the impacts had not been calculated yet as the exact length of the wall is still unknown. Although the Army Corps of Engineers was not present several people noted that they expected this project would qualify for the Programmatic General Permit.

### **Concord, 12004, BRF-X-5099(021)**

This project involves the rehabilitation / construction of the bridge that carries Sewalls Falls Road over the Merrimack River. The project was presented prior to holding a Public Hearing. The alternative that was selected includes constructing a new upstream bridge and rehabilitating the existing truss. The substructures may need to be reconstructed and may be shared by each substructure. In addition, the flanking spans will be removed as they are no longer needed to pass the 100-year flood. There was a review of environmental

issues including the potential eagle roosting trees, brook floater muscels, wildlife passage. The plans have not been reviewed by FHWA.