

## CATEGORICAL EXCLUSION NON-PROGRAMMATIC ENVIRONMENTAL IMPACT SUMMARY

Action/Project Name: Alton  
Federal Project Number: X-A000(480)

State Project Number: 13802

**Description of Project** (Attach Location Map, As Appropriate):

The proposed project consists of the replacement of the bridge (186/155) that carries NH Route 28 over Merrymeeting River in Alton. The limits of roadway improvements to match into the new bridge begin at a point approximately 508 ft (155 m) south of the bridge, extending north approximately 843 ft (257 m) to the Alton traffic circle to the north. The existing bridge is a 24.0 ft (7.3 m) curb-to-curb, 28.0 ft (8.5 m) clear span, reinforced concrete, rigid frame structure built in 1930. Listed on the State Red List, with a Federal Sufficiency Rating (FSR) of 36.0/100, both the superstructure and substructure are in poor condition (*Exhibit N1 & N7*). The NH Route 28 roadway (not the bridge) in the project area is a two- (2) lane facility, with an 11.0 ft – 0.0 ft (3.4 m – 0.0 m) typical section. The posted speed limit is 35 mph (55 kph) for northbound traffic and 30 mph (50 kph) for southbound traffic, and will not change as a result of construction.

The existing bridge has been in service for more than 70 years and has reached the end of its design life. This rigid frame structure has numerous areas of cracked and spalled concrete. The latest NHDOT bridge inspection report states the bridge is in poor condition and is structurally deficient. In addition to its structural condition, the bridge is only 24.0 ft (7.3 m) curb-to-curb with an 11.0 ft – 1.0 ft (3.4 m – 0.3 m) cross-section with no sidewalks.

The proposed project will (*Exhibit A*):

1. Construct a new replacement bridge on essentially the same location. The proposed structure is a single span, precast, voided slab superstructure built on new, cast-in-place cantilevered abutments with U-back wingwalls. The proposed structure will have a clear span of 38.0 ft (11.6 m) and will be striped for 12.0 ft (3.6 m) travel lanes and 5.0 ft (1.5 m) shoulders. In addition, a 5.0 ft (1.5 m) curbed sidewalk will be constructed on the west (downstream) side of the bridge.
2. Construct a sidewalk from approximately Sta. 102+30, north beyond the bridge to approximately Sta. 104+40. The town of Alton has recently constructed a new public high school just south of the project area, and has eventual plans to construct a sidewalk along the western side of NH Route 28 into town.
3. Pave the aprons of driveways in the project area to match into the proposed improvements.
4. Reconstruct the driveway at the Best residence (Parcel 7) to create a circular turn-around to allow vehicles to pull out facing traffic. Currently, the sight distance is poor for vehicles backing into traffic at this residence. The new drive will correct this deficiency.
5. In order to maintain the high traffic volumes (see below), a two (2) lane temporary bridge will be constructed approximately 10.0 ft (3.0 m) downstream of the new structure so that two-way traffic can be maintained through the site during the construction period.
6. Construct a vegetated swale north of the bridge to treat roadway runoff before it enters Merrymeeting River. The approximately 200.0 ft (61.0 m) swale begins at approximately Sta. 103+80.

The American Association of State Highway and Transportation Officials (AASHTO) classifies NH Route 28 as a Rural Minor Arterial (Class I), meaning it provides a linkage between cities, larger towns and other traffic generators. The design of the roadway should be expected to provide relatively high travel speeds and minimum interference to through movements. The Average Annual Daily Traffic (AADT) on this section of roadway is approximately 7,000 vehicles per day (vpd) with 7% trucks. Seasonal summer AADT counts are as high as 11,000 vpd.

### Project Purpose and Need:

The existing bridge is in poor condition with a FSR of 36.0/100. The bridge has been in service for more than 70 years and has reached the end of its design life. This rigid frame structure has numerous areas of cracked and spalled concrete. The latest NHDOT bridge inspection report states the bridge is in poor condition and is structurally deficient. In addition to its structural condition, the bridge is only 24.0 ft (7.3 m) curb-to-curb with an 11.0 ft – 1.0 ft (3.4 m – 0.3 m) cross-section with no sidewalks. If not addressed, the safety deficiencies would persist and the bridge would continue to deteriorate and eventually fail.

The AADT on this section of roadway is approximately 7,000 vpd with 7% trucks. Seasonal summer AADT counts are as high as 11,000 vpd. Accident data during the period of January 1993 – December 2001 indicates that thirty-eight (38) accidents occurred within the immediate area. A vast majority of these accident (33) were related to the Alton traffic circle. However, five (5) accidents were along the roadway or at drive access to the roadway.

Each automobile accident has an associated expense and incurs a societal cost as it relates to increased insurance premiums, emergency response, clean-up, and material damage. According to the National Highway Traffic Safety Administration (NHTSA), the average fatal automobile accident has a societal cost of \$3 million, the average injury only accident costs \$63,000, and the average property damage only accident costs \$2,300. In the year 2000 in New Hampshire alone, the economic cost of motor vehicle traffic accidents was approximately \$1.014 billion. For the accident study period (January 1993 – December 2001), the societal cost of accidents on this section of roadway (including accidents primarily associated with the traffic circle) was approximately \$694,400.

### Alternatives Considered:

- Alt. No. 1 **No Build:** This option is not considered feasible and prudent as it does not address the existing safety deficiencies that exist at the bridge. If left unaddressed, the deficiencies would persist and the bridge would continue to deteriorate leading to the eventual closing of the structure. In addition, the impacts associated with the proposed action are not of a magnitude to warrant the selection of this alternative.
- Alt. No. 2 **Upstream Replacement:** The construction of an upstream replacement bridge would have resulted in additional wetland impacts (compared to the proposed action) as Merrymeeting River becomes wider at this location (*Exhibit A*). In addition, permanent property impacts at the Best residence (Parcel 7) on the east side of the roadway would have been greater. As such, this alternative was not carried beyond the conceptual design phase.
- Alt. No. 3 **Downstream Replacement:** This alternative would have constructed a new bridge downstream of the existing structure. However, additional wetland impacts over the proposed action would have been incurred by the construction of this alternative. Approximately 13,283 ft<sup>2</sup> (4,049 m<sup>2</sup>) of permanent wetland impacts would have resulted by the construction of this alternative (as compared with 3,961 ft<sup>2</sup> (1,207 m<sup>2</sup>) of permanent wetland impacts). In addition, the proposed action provides much better sight distance than this alternative would have provided. As such, this alternative was not selected.
- Alt. No. 4 **No Net Loss of Wetlands Replacement:** This alternative would have constructed a longer structure to completely span Merrymeeting River, with extended U-back wing walls. This structure would have required deeper girders, driving the elevation of this bridge higher to maintain the clearance under the structure for canoes. This elevation change would have been too high to match into the traffic circle to the north, requiring extensive, additional roadway work. Moreover, this alternative would have cost approximately \$1.07 million more than the proposed action. As such, this alternative was not selected.

**Project Setting:**

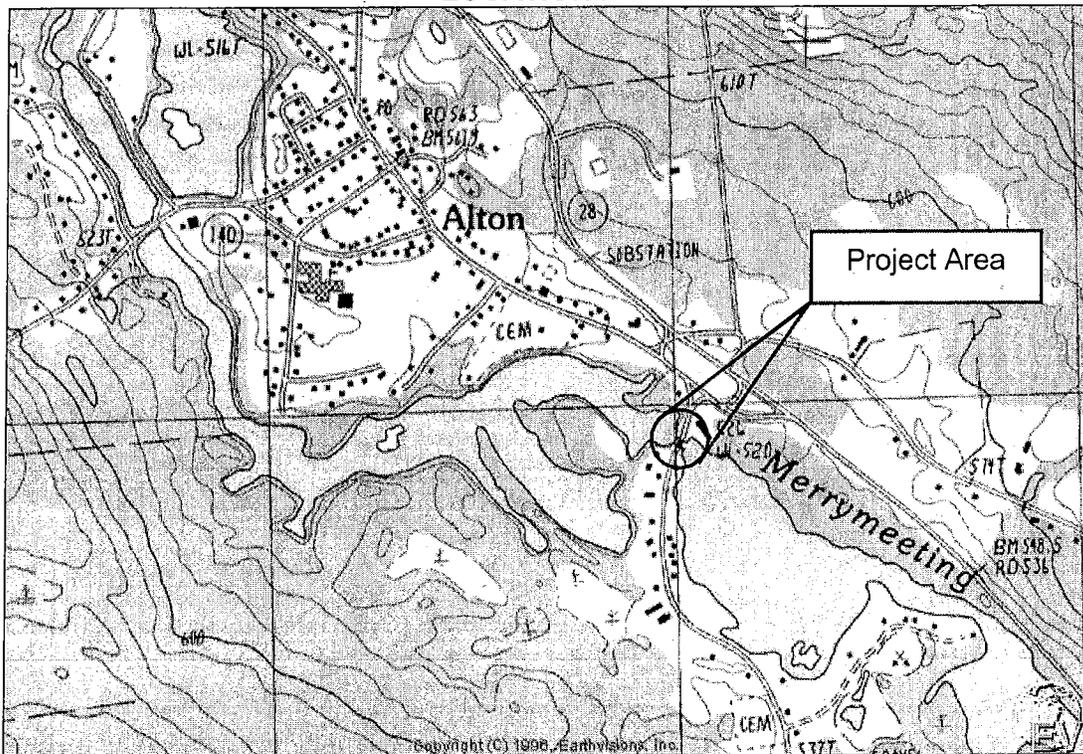
Urban  Village  Rural   
 Scenic Byway/NH Scenic Road? Yes  No   
 National/State Forest Highway? Yes  No

Unique Features: \_\_\_\_\_

**CONTACT LETTERS SENT & REPLIES RECEIVED**

AGENCY/ORGANIZATION	CONTACT	LETTER SENT	REPLY RECVD
Town of Alton			
Board of Selectmen	James Washburn	11/5/2002	
Town Administrator	Pamela J. Arnold	11/5/2002	
Town Planner	Unnamed	11/5/2002	11/14/2002
Road Agent	Ken Roberts	11/5/2002	
Planning Board Chairman	Alan Sherwood	11/5/2002	
Conservation Commission	Lisa Erickson-Harris	11/5/2002	12/18/2002
Historical Society	Jean Roberts	11/5/2002	
Emergency Management Director	Russell Sample	11/5/2002	
US Fish & Wildlife Service	Bill Neidermyer	11/5/2002	12/6/2002
Land & Water Conservation Fund	Jen Roy	11/5/2002	11/27/2002
NH Natural Heritage Bureau	Lionel Chute	11/5/2002	11/7/2002
NH Bureau of Emergency Management	George Musler	11/5/2002	11/12/2002
Land Conservation Investment Program	Steve Walker	11/5/2002	11/8/2002
NH Division of Historical Resources	Linda Wilson	11/5/2002	5/6/2004
Drinking Water Source Protection Program	Johnna McKenna	5/7/2003	5/16/2003

**LOCATION MAP**



Scale 1:24,000

Alton, NH Quadrangle

IMPACT ASSESSMENT SUMMARY

**1. Air Quality** NOT APPLICABLE

- Is project located in ozone nonattainment area? Yes  No
- Is project located in carbon monoxide nonattainment area? Yes  No
- Is project included in conformity determinations? Yes  No  Year \_\_\_\_
- Is project exempt from conformity determination? Yes  No
- Is project exempt from CO analysis? Yes  No
- Exemption Code (from most recent conformity document): \_\_\_\_
- Has project changed since the conformity analysis? Yes  No
- Is project exempt from NEPA requirement to consider air quality? Yes  No

For Projects Requiring a Carbon Monoxide Microscale Analysis:

Maximum Predicted 1-Hour Concentrations (ppm):

YEAR		CONCENTRATIONS			
Current Year	( )	___ to ___	NAAQS Violations?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Opening Year	( ) build	___ to ___	NAAQS Violations?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Opening Year	( ) no-build	___ to ___	NAAQS Violations?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Design Year	( ) build	___ to ___	NAAQS Violations?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Design Year	( ) no-build	___ to ___	NAAQS Violations?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**2. Historic/Archaeological Resources (Section 106 or RSA 227-C:9)** NOT APPLICABLE

Historic Resources Investigated? Yes  No  National Register Eligible? Yes  No

Comments Meetings were held with the Cultural Resource Agencies (CRA) on August 7, 2003, September 4, 2003 and April 1, 2004. It was determined at the April 1, 2004 CRA Coordination meeting that the footprint of the building at the southeast quadrant of the bridge is an historic resource, potentially eligible for the National Register of Historic Places. This resource, the historic Earnest Chamberlain House, now the Best residence, has been altered somewhat with the addition of a rear ell and aluminum siding. Some historic features are still extant and are most visible on the interior of the house. Since approximately four (4) outbuildings have been lost over time, it was determined that the property as a whole is not eligible for the National Register, but only the extant structure and its footprint on the parcel (Exhibits B & N2).

The subject bridge underwent a NHDOT Bridge Rating at the September 4, 2003 Cultural Resource Agency Coordination meeting. Based on that review, it was agreed that the bridge (#186/155) is not eligible for the National Register of Historic Places (Exhibit C).

Archaeological Resources Investigated? Yes  No  National Register Eligible? Yes  No

Comments At the August 7, 2003 Cultural Resource Agency Coordination meeting, concern was expressed for archaeological sensitivity at the southwest quadrant of the bridge (Exhibit N3). Subsequent test pitting revealed subsurface disturbance, resulting in the dismissal of the sensitivity of the quadrant. (Exhibit O)

**Findings:** No Historic Properties Affected  No Adverse Effect  Adverse Effect

Agency Comments: Since only the footprint of the Best residence is considered potentially eligible for the National Register of Historic Places, the work in front of the building, on the parcel will not have an adverse effect on this resource. No further survey is needed (Exhibit D).

Review Completed: May 6, 2004

Advisory Council Consultation Comments (when Adverse Effects are found): \_\_\_\_\_

Review Completed: \_\_\_\_\_

Mitigation (Describe): An individual reconnaissance level form was completed to document the potential eligibility of the Best residence. In addition, NHDHR completed Phase IB testing at the southwest quadrant of the bridge (Exhibit B)

**3. Threatened or Endangered Species/Natural Communities** NOT APPLICABLE

Endangered species in project area? Yes  No  In vicinity? Yes  No   
Section 7 consultation necessary? Yes  No

Comments from NH Natural Heritage Bureau: The NH Natural Heritage Bureau responded in a letter dated November 7, 2002 that they have no recorded occurrences for sensitive species in the project area (Exhibit E).

Comments from State, Federal, or private agency: The US Fish & Wildlife Service responded in a letter dated December 6, 2002 that no federally-listed or proposed threatened or endangered species under the jurisdiction of the US Fish & Wildlife Service are known to occur in the project area, with the exception of transient bald eagles (*Haliaeetus leucocephalus*). Preparation of a Biological Assessment or further coordination, however, is not required (Exhibit F).

Mitigation (Describe): \_\_\_\_\_

**4. Floodplains or Floodways** NOT APPLICABLE

Does the proposed project encroach in the floodplain? Yes  No  Acreage \_\_\_\_\_  
Volume \_\_\_\_\_

Significance (Describe): In a memo dated November 12, 2002, the NH Office of Emergency Management (NHOEM), now NH Office of Energy & Planning (NHOEP), stated that the project area lies in an unnumbered A Zone (Exhibits G & H). No further coordination is required with that office, and local officials will be apprised of the project status at the Public Hearing.

Does the proposed project encroach in the floodway? Yes  No  Acreage \_\_\_\_\_  
Volume \_\_\_\_\_

Significance (Describe): \_\_\_\_\_

Coordination With FEMA Required? Yes  No

Comments from NH Office of Emergency Management: \_\_\_\_\_

Comments from NH Office of State Planning: \_\_\_\_\_

Comments from US Army Corps of Engineers: \_\_\_\_\_

Mitigation (Describe): \_\_\_\_\_

**5. Noise** NOT APPLICABLE

Is project a Type I Highway Project? Yes  No   
 Are There Receptors Present? Yes  No : # of Residential \_\_. # Of Commercial \_\_.

Year	Range of Noise Levels (dBA Leq)				Noise Abatement Criterion Impacts			
	Residential (R)		Commercial (C)		# Approaching		# At or Exceeding	
_____ No-Build	_____	to _____	_____	to _____	Res,	Comm	Res,	Comm
_____ Build	_____	to _____	_____	to _____	Res,	Comm	Res,	Comm
_____ No-Build	_____	to _____	_____	to _____	Res,	Comm	Res,	Comm
_____ Build	_____	to _____	_____	to _____	Res,	Comm	Res,	Comm

Will completed project increase noise levels 3 dBA or more? Yes  No   
 15 dBA or More? Yes  No

Are mitigation measures included in project? Yes  No   
 Explain: \_\_\_\_\_

Has the municipality received a copy of the traffic noise assessment? Yes  No

**6. Right-of-Way** NOT APPLICABLE

Is additional ROW required? Yes  No  Acreage 0.032 ac. (Exhibit A).  
 Are improved properties acquired? Yes  No  Acreage \_\_\_\_.  
 Displacement: Rental Units \_\_, Private Homes \_\_, Businesses \_\_\_\_.  
 Relocation Report received from the Bureau of Right-of-Way? Yes  No

Relocation services to be provided? \_\_\_\_\_

Properties available for relocation? \_\_\_\_\_

Temporary Construction Easements <sup>1</sup>		Permanent Drainage Easements <sup>2</sup>		Right-of-Way Acquisitions	
m <sup>2</sup>	acre	m <sup>2</sup>	acre	m <sup>2</sup>	acre
397	0.098	775	0.191	42	0.010
26	0.006	215	0.053	89	0.022
254	0.063	990	0.245	131	0.032
<u>677</u>	<u>0.167</u>				

Right-of-way will be acquired (strip takes) at Parcels 4 & 5 for construction and maintenance of the new structure and construction of the proposed sidewalk.

Public Land (Federal State, or Municipal) Involvement? Yes  No . (See Section 7 below.)

**7. Section 4(f) Resources** NOT APPLICABLE

- |   |                              |  |                                    |                                    |
|---|------------------------------|--|------------------------------------|------------------------------------|
| Public Parkland Impacts?                  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Temporary <input type="checkbox"/> | Permanent <input type="checkbox"/> |
| Public Recreational Area Impacts?         | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Temporary <input type="checkbox"/> | Permanent <input type="checkbox"/> |
| Public Wildlife/Waterfowl Refuge Impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Temporary <input type="checkbox"/> | Permanent <input type="checkbox"/> |
| Historic Properties Impacted?             | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Temporary <input type="checkbox"/> | Permanent <input type="checkbox"/> |
| LCIP Recreational Land?                   | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Temporary <input type="checkbox"/> | Permanent <input type="checkbox"/> |

Acquisition required? Yes  No  Area \_\_\_

Comments: The footprint of the Best residence is a resource protected by Section 4(f) of the USDOT Act. As the proposed project does not involve impacts to this structure and the project does not substantially alter the landscape or surrounding areas, there will be no Section 4(f) use of this parcel. In addition, the Merrymeeting Marsh Wildlife Management Area is a Section 4(f) resource. There will be no involvement (direct or indirect) with this wildlife area as a result of this project.

Non-acquisition use of 4(f) property (23 CFR 771.135(p)):

- |                      |                              |  |                   |                              |  |
|----------------------|------------------------------|--|-------------------|------------------------------|--|
| Noise Level Increase | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Visual Intrusion  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Access Restriction   | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> | Vibration Impacts | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| Ecological Intrusion | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |                   |                              |  |

Programmatic 4(f) Evaluation  4(f) Evaluation

For impacts to recreational 4(f) resources, obtain a statement of significance from official with jurisdiction:  
Date Requested: \_\_\_ Date Received: \_\_\_

**8. Section 6(f) Resources** NOT APPLICABLE

Are there impacts to any properties acquired or improved with funds made available through Section 6(f) of the Federal Land and Water Conservation Fund Act? Yes  No  Temporary  Permanent

Recommendation received from State Liaison Officer? Yes  No   
Coordination with the US Department of the Interior necessary? Yes  No

Comments: In a memo dated November 27, 2002, the NH LWCF Program Assistant responded that there are no Section 6(f) properties located within the project limits (Exhibit I).

**9. Water Quality/Streams, Rivers, and Lakes** NOT APPLICABLE

- |                                |   |  |                                  |                                    |                                    |
|--------------------------------|---|--|----------------------------------|------------------------------------|------------------------------------|
| Erosion Control Plan Required? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            |                                  |                                    |                                    |
| Groundwater Impacts?           | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |                                  |                                    |                                    |
| Surface Water Impacts?         | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            |                                  |                                    |                                    |
| Wells Impacted?                | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> | Private <input type="checkbox"/> | Community <input type="checkbox"/> | Municipal <input type="checkbox"/> |
| Stream Alteration Required?    | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |                                  |                                    |                                    |

Coordination Required on:

Public Waters Access?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Shoreland Protection?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Lakes Management?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Wild and Scenic River?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
NH Designated River?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Comments: The proposed project will require impacts within the Merrymeeting River. Impacts are associated with the construction of a temporary bridge downstream of the existing bridge. Upon the completion of construction, the temporary bridge will be entirely removed, and the river returned to pre-construction conditions (Exhibit N4).

A vegetated swale will be constructed north of the bridge to treat roadway runoff before it enters Merrymeeting

River. Currently, drainage sheet flows into the river with little or no treatment. The approximately 200.0 ft (61.0 m) swale begins at approximately Sta. 103+80 (*Exhibit A*).

In order to protect Merrymeeting River and all wetlands, the project contractor will be required, as a contract provision, to prepare an erosion control and stormwater management plan for this project prior to the commencement of construction activities. This plan will ensure that all exposed areas, where construction activities are ongoing, are stabilized using appropriate erosion control techniques.

Although a new drainage ditch will be constructed just north of the bridge, drainage patterns will not change as a result of this project.

In a letter dated May 13, 2003 from the coordinator of the NH Department of Environmental Services Drinking Water Source Protection Program, it was requested that best management practices (BMPs) be used to protect all sources of drinking water in the project area (*Exhibit P*).

**10. Wetlands** NOT APPLICABLE

Will this project impact lands under the jurisdiction of the NH Wetlands Bureau? Yes  No

Type of permit required: expedited  minimum  minor  major .

Does this project qualify under the ACOE NHSPGP? Yes  No .

ACOE Individual Permit required? Yes  No .

Landform Type	USF&W Classification	Permanent Impacts	Temporary Impacts
River/ emergent wetlands/ scrub-shrub wetlands ( <i>Exhibits N4-N6</i> )	R3OW, PEM1E, PEM/SS1E	1,440 ft <sup>2</sup> (134 m <sup>2</sup> )	6,500 ft <sup>2</sup> (604 m <sup>2</sup> )
	<b>Total</b>	1,440 ft <sup>2</sup> (134 m <sup>2</sup> )	6,500 ft <sup>2</sup> (604 m <sup>2</sup> )
<b>Upland Portion of the Tidal Buffer Zone</b> <small>(Land within 100' of the highest observable tide line)</small>	N/A		
	<b>Total</b>	1,440 ft <sup>2</sup> (134 m <sup>2</sup> )	6,500 ft <sup>2</sup> (604 m <sup>2</sup> )

Estimated length of permanent impacts to banks 223 ft. (68 m)

Estimated length of permanent impacts to channel 82 ft. (25 m)

Estimated volume of permanent impacts in Public Waters 0 cu. yd.

If a channel is to be constructed, or a culvert or a bridge is to be installed, give the distance the flow of water is to be rerouted N/A ft.

If waterfront project, indicate total length of shoreline frontage N/A ft.

If wall, riprap, beach, or similar project, indicate length of proposed shoreline impact N/A ft.

Describe Mitigation: Given the limited scope, impacts do not reach the NH Department of Environmental Services minimum threshold of 10,000 ft<sup>2</sup> (3,040 m<sup>2</sup>) of permanent impacts to require the Department to look at mitigation opportunities.

Comments: The Department reviewed the proposed project at regularly scheduled Natural Resource Agency (NRA) Coordination meetings on June 18, 2003 and December 17, 2003. No one in attendance objected to the project as proposed and no one requested that the Department look to mitigate wetland impacts.

**11. Conservation Land Stewardship Program (CLS)** NOT APPLICABLE

Will land or easements obtained through the CLS be impacted? Yes  No   
(Contact the LCIP Coordinator at the NH Office of State Planning)  
 Have the impacts been reviewed at a monthly Natural Resource Agency Meeting? Yes  No   
 Has an application been made to CORD demonstrating compliance with RSA 162-C:6? Yes  No

Comments: In an E-mail dated November 8, 2002, the CLS coordinator responded that there are no CLS interests in the project area (Exhibit J).

**12. Wildlife and Fisheries** NOT APPLICABLE

Does the project impact important habitat? Yes  No   
 Does the project have the potential to impact Essential Fish Habitat? Yes  No

Comments from State, Federal, or private agency: At the June 18, 2003 Natural Resource Agency Coordination meeting, NH Fish & Game stated that the project area lies in a portion of Merrymeeting Marsh that is managed by NH Fish & Game as a wildlife management area. As such, it was requested that the Department consider an alternative that resulted in "no net loss" of wetlands. Implementation of this alternative would have resulted in the construction of a bridge whose elevation would have been too high to match into the traffic circle to the north. Moreover, this alternative would have cost approximately \$1.07 million more than the proposed action. This alternative is described above under Alternatives Considered section.

Mitigation (Describe): \_\_\_\_\_

**13. Agricultural Land** NOT APPLICABLE

Does the project impact agricultural land? Yes  No  Active farmland? Yes  No   
 Does project area contain prime, unique, statewide or local important farmland? Yes  No   
 Completion of Form AD-1006 Required? Yes  No

Comments: \_\_\_\_\_

**14. Coast Guard** NOT APPLICABLE

Does the project involve work in navigable waters? Yes  No   
 Does the project impact an historic bridge? Yes  No   
 Does the project require a Coast Guard Permit? Yes  No

Determination of FHWA and/or Coast Guard: \_\_\_\_\_

Comments: \_\_\_\_\_

**15. Hazardous/Contaminated Materials Liabilities** NOT APPLICABLE

Does the project area includes sites from NHDES Groundwater Protection Bureau list? Yes  No   
 ISA completed and attached? Yes  No  Additional investigation required? Yes  No   
 CERCLA involvement? Yes  No

Remediation required? Yes  No

Comments: Based on a review of the DES OneStop Site Information Guide, there are no contaminated properties in the project area. There is one property, Alton Auto Center (DES #32), south of the project area that is listed as having a leaking underground storage tank, and is permanently eligible for ODDCF reimbursement. If the scope of the project changes to include roadway work in front of this parcel, further investigations will be required (Exhibit K).

**16. Public Participation Opportunity** NOT APPLICABLE

Public Officials/Public Informational meeting? Yes  No  Date 3/1/2004.  
Public Hearing Required? Yes  No  Date 12/8/2004.  
On site meeting? Yes  No  Date     .

Comments: At the combined Public Officials/Public Informational meeting, attended by the Board of Selectmen, Town Administrator and Road Agent, on March 1, 2004 several comments and questions were received, however there was support for the project as proposed.

A Public Hearing was held for this project on December 8, 2004 (Exhibit Q). The Department has responded to all issues and questions from the hearing in the Report of the Commissioner (Exhibit R). The only concern expressed was a request for an extended sidewalk in front of Parcel 4 to limit the need for future work and disruption to that parcel. This request will be granted and addressed during final design.

**17. Social and Economic Impacts** NOT APPLICABLE

Is the project consistent with local and regional land use plans? Yes  No

Describe: In a letter dated November 14, 2002, the Alton Town Planner stated that sidewalks would be necessary at some point in the future due to the construction of a new regional high school just south of the project area. As such, provisions should be considered on the bridge to accommodate a sidewalk (Exhibit L). The Alton Conservation Commission echoed similar concerns in a letter dated December 18, 2002 (Exhibit M).

Neighborhood and community impacts? Yes  No   
 Churches  Handicapped  
 Schools  Low Income Housing  
 Elderly  Emergency Service Facilities/Vehicles  
 Minorities  Environmental Justice (Executive Order 12898)

Describe \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Impacts to local businesses? Yes  No  Temporary  Permanent

Describe: There are two (2) businesses within the project limits: The River Run Deli and Riverview Motel. Traffic disruptions will be kept to a minimum and access to business and residences will be maintained at all times.

**18. Environmental Justice** NOT APPLICABLE

Does the area affected by the proposed action contain minority or low-income populations? Yes  No   
Are the anticipated environmental impacts resulting from the proposed action likely to fall disproportionately on the minority and/or low income populations? Yes  No

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**19. Traffic Patterns** NOT APPLICABLE

Temporary detour required? Yes  No  Length \_\_\_\_  
 Temporary bridge required? Yes  No  Impacts? Yes  No

Describe: A temporary bridge will be required downstream of the existing structure while construction is ongoing (Exhibit N).  
 \_\_\_\_\_  
 \_\_\_\_\_

Permanent changes to traffic patterns? Yes  No

Describe: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**20 Construction Impacts:** NOT APPLICABLE

Describe: \_\_\_\_\_  
 This project is anticipated to cause temporary increases in noise and dust levels within the project area. Standard precautionary measures will be employed to minimize these inconveniences, primarily for abutters, business and residences, located in and adjacent to the project area. Access to abutting properties will be maintained at all times.

The project contractor will be required to prepare an erosion control and stormwater management plan prior to the commencement of construction activities. Utilizing best management practices (BMPs), this plan will protect the integrity of Merrymeeting River and all wetlands in the immediate project area.

The construction of the temporary bridge downstream is the most feasible as it requires a minimal right-of-way involvement and minimizes wetland impacts, as compared to a temporary upstream bridge. However, this location requires the taking of several large pine trees from Parcel 4. As such, the Department will work with the property owner to replace them, if requested.

**21. Coordination**

Meeting	Date	Comments
Natural Resource Agency Meeting	6/18/2003	Initial review: seek "no net loss" of wetlands design
Cultural Resource Agency Meeting	8/7/2003	Initial review
Cultural Resource Agency Meeting	9/4/2003	Review of bridge for historical significance: None
Natural Resource Agency Meeting	12/17/2003	OK SPGP
Public Officials/ Informational Meeting	3/1/2004	Review of project with town
Cultural Resource Agency Meeting	4/1/2004	Best residence footprint eligible for National Register
Cultural Resource Agency Meeting	5/6/2004	No Adverse Effect memo signed
Public Hearing	12/8/2004	Review of Department's proposal

**22. Environmental Mitigation and/or Commitments:**

- Standard precautionary measures shall be employed to minimize noise and dust levels during the construction period. **(Construction)**
- The project contractor shall be required to prepare an erosion control and stormwater management plan

prior to the commencement of construction activities. Utilizing best management practices (BMPs), this plan will protect the integrity of Merrymeeting River and all wetlands in the immediate project area.

**(Construction/ Environment)**

3. Access to abutting properties shall be maintained at all times. **(Construction)**

4. Best Management Practices shall be employed throughout construction to protect all sources of drinking water in the project area. **(Construction)**

List of Exhibits

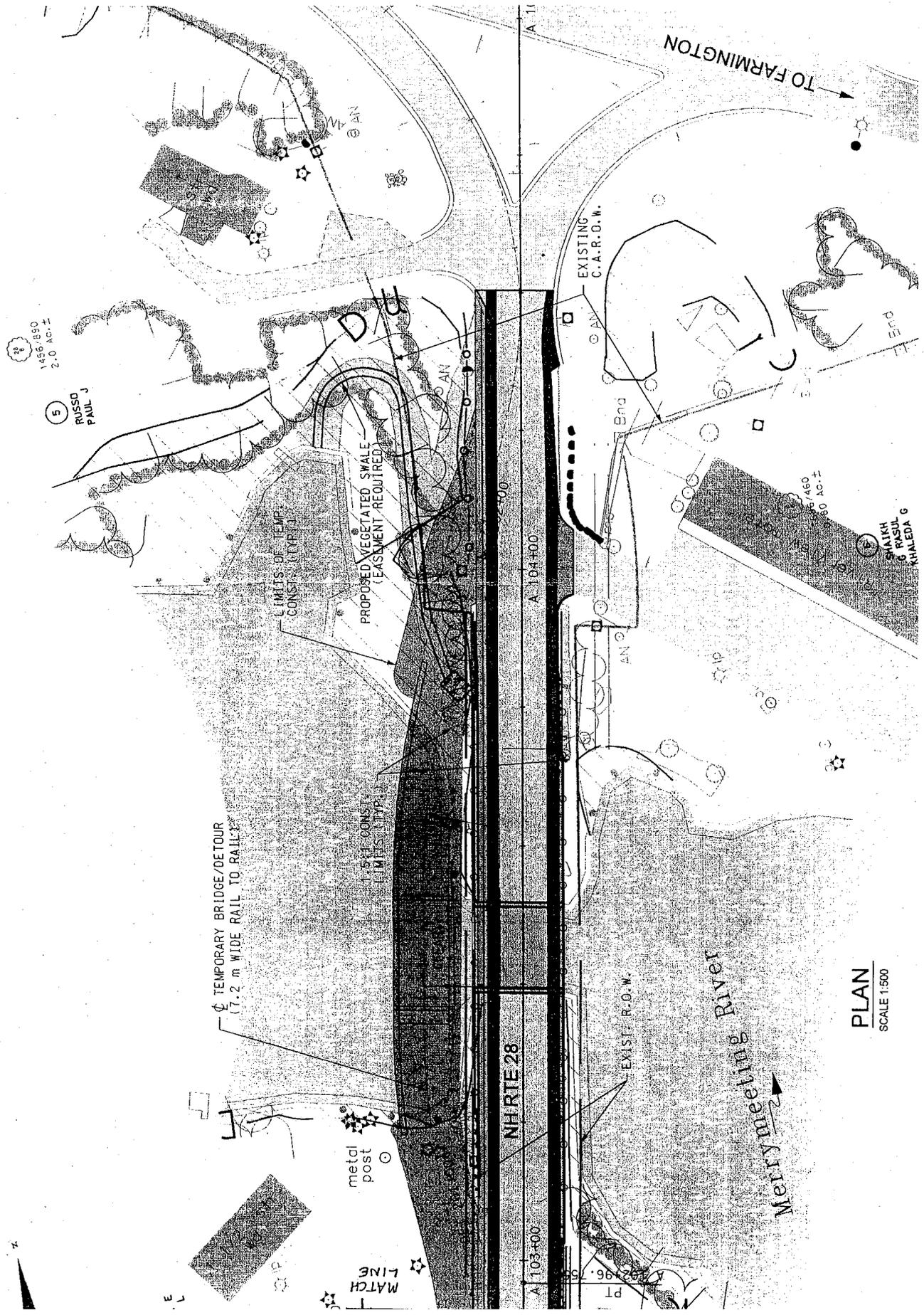
- Exhibit A: Proposed improvement plans
- Exhibit B: Historic survey of Best residence
- Exhibit C: NHDOT Bridge Rating System survey form
- Exhibit D: No Adverse Effect memo
- Exhibit E: NH Natural Heritage Bureau (NHNHB) memo
- Exhibit F: US Fish and Wildlife Service (USF&WS) memo
- Exhibit G: Flood insurance rate map
- Exhibit H: NH Office of Energy and Planning (NHOEP) memo
- Exhibit I: Land and Water Conservation Fund (LWCF) memo
- Exhibit J: Conservation Land Stewardship Program (CLS) memo
- Exhibit K: Initial Site Assessment (ISA)
- Exhibit L: Letter from Alton Town Planner
- Exhibit M: Letter from Alton Conservation Commission
- Exhibit N: Photographs
  - Exhibit N1: Existing bridge
  - Exhibit N2: Best residence
  - Exhibit N3: Archaeologically sensitive area
  - Exhibit N4: Merrymeeting River
  - Exhibit N5: Wetlands in project area
  - Exhibit N6: Wetlands in project area
  - Exhibit N7: Project area
- Exhibit O: Archaeology E-mail
- Exhibit P: Drinking Water Source Protection Program letter
- Exhibit Q: Public Hearing Transcript
- Exhibit R: Report of the Commissioner

Evaluated by: Kevin T. Nyhan  
Kevin T. Nyhan  
Senior Environmental Manager

8-8-06  
Date

Accepted by: Charles H. Hood  
Charles H. Hood, Chief  
Project Development Section

8-31-2006  
Date



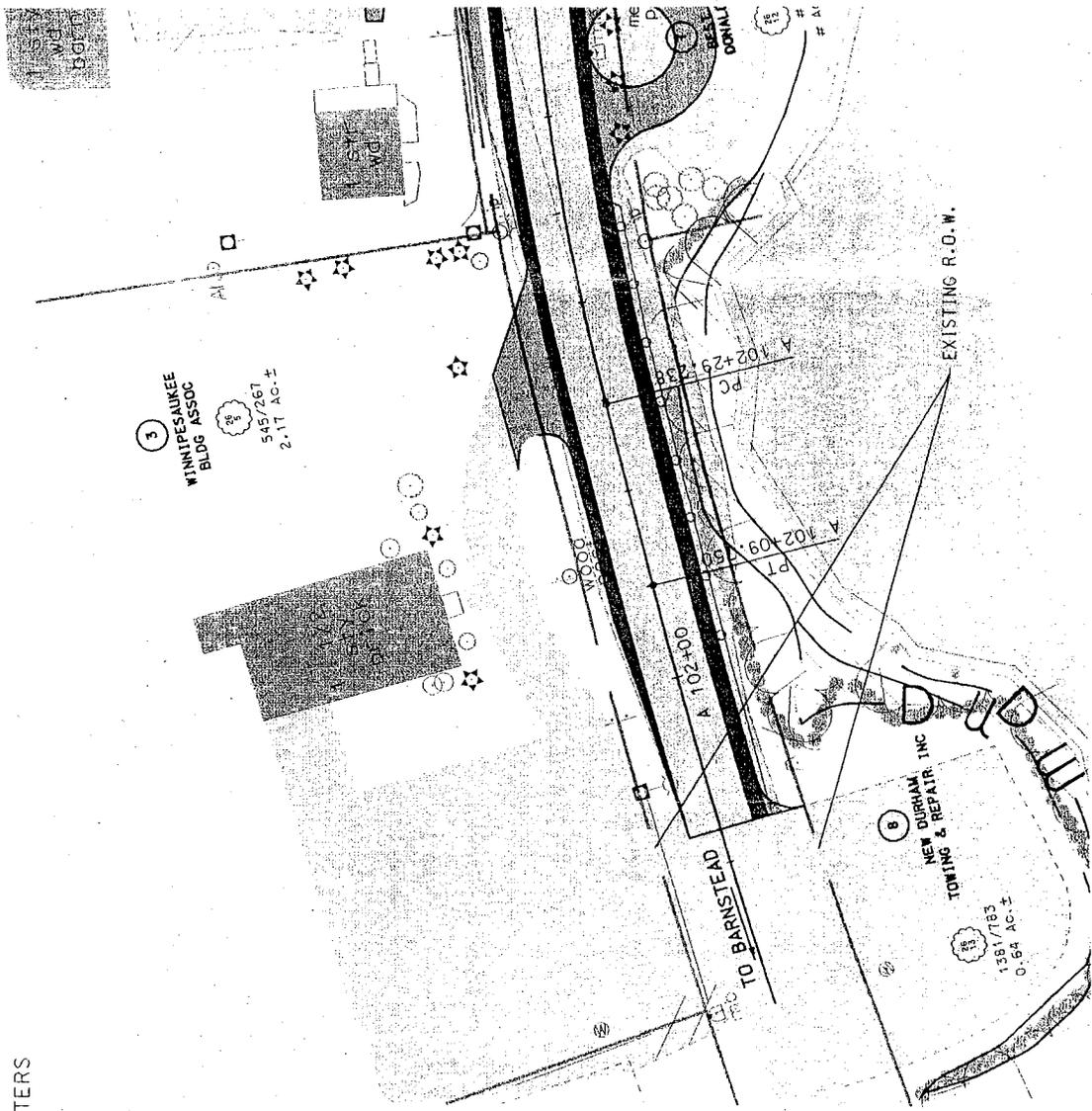
**PLAN**  
SCALE 1:500

# NH ROUTE 28 OVER THE MERRYMEETING RIVER PRELIMINARY HEARING PLAN



## LEGEND

- Travel Way of Proposed Roadway
- Shoulder of Proposed Roadway
- Proposed Roadway Traffic Islands
- Proposed Sidewalk
- Access Points to Proposed Roadway (Drives, etc.)
- Approximate Limit of Slope Work and Landscaping
- Removal of Existing Pavement Outside of Slope Work
- Existing Pavement (Roadways, Drives, Sidewalks, etc.)
- Existing Tree and/or Brush Line
- Water (Rivers, Streams, Lakes, Ponds, Swamps, etc.)
- Buildings
- Buildings To Be Removed
- Wetlands
- Property Lines
- State, County, City and Town Lines
- Existing Easement Lines
- Proposed Easement Lines
- Existing R.O.W. (Right-of-Way)
- Proposed R.O.W.
- Existing C.A.R.O.W. (Controlled Access)
- Proposed C.A.R.O.W.
- Existing L.A.R.O.W. (Limited Access)
- Proposed L.A.R.O.W.
- Existing Tree Fill
- Building Fill
- Water Fill
- Stone Fill
- Bridge Removal
- Proposed Bridge
- Temporary Bridge/Detour



**INDIVIDUAL INVENTORY FORM**

**NHDHR INVENTORY #** ALT0010

**Name, Location, Ownership**

- 1. Historic name: Ernest Chamberlain House
- 2. District or area N/A
- 3. Street and number 1002 Route 28
- 4. City or town Alton
- 5. County Belknap
- 6. Current owner Donald Best

**Function or Use**

- 7. Current use(s) Single dwelling
- 8. Historic use(s) Single dwelling

**Architectural Information**

- 9. Style \_\_\_\_\_
- 10. Architect/builder Unknown
- 11. Source \_\_\_\_\_
- 12. Construction date 1880's/early 1890s
- 13. Source 1892 Hurd Map and observation
- 14. Alterations, with dates Removal of outbuildings, replacement of kitchen ell in 1994, addition of siding and shutters, paneling of living room, ceiling re-plastering or paneling
- 15. Moved? no  yes  date: \_\_\_\_\_

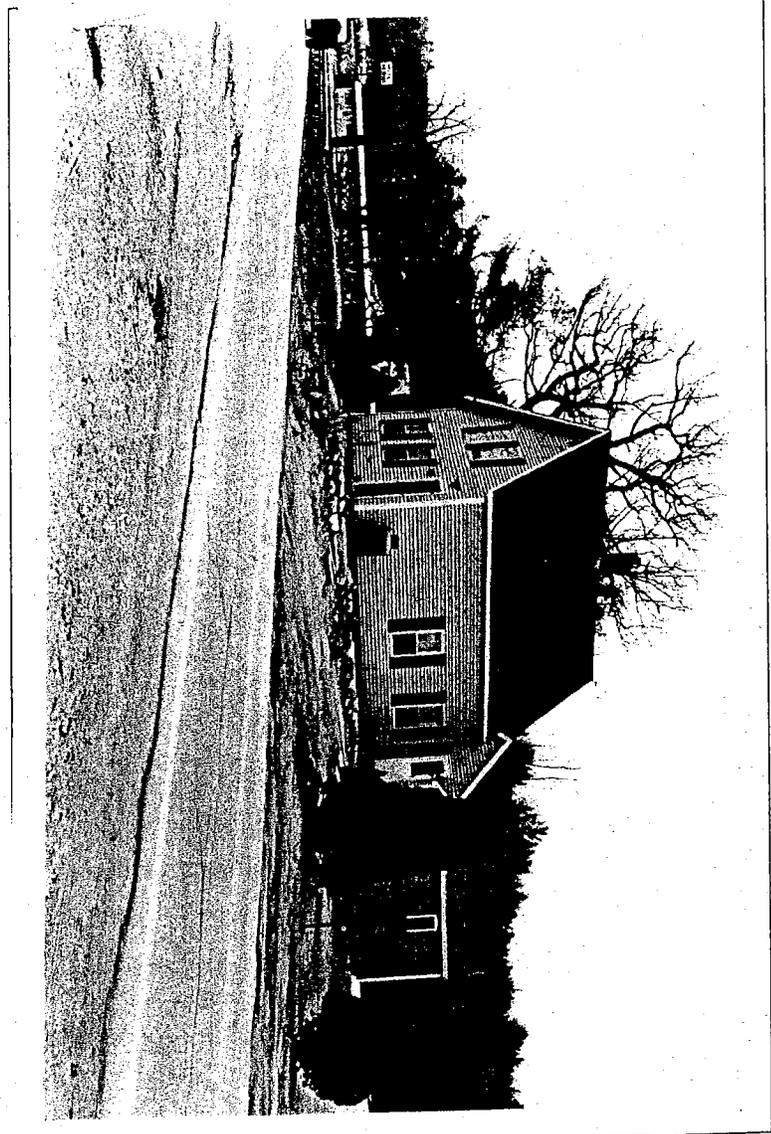
**Exterior Features**

- 16. Foundation Stone and concrete, poured
- 17. Cladding Aluminum
- 18. Roof material Asphalt shingle
- 19. Chimney material Brick
- 20. Type of roof Gable
- 21. Chimney location Ridge, center
- 22. Number of stories One and a half
- 23. Entry location Facade, sidehall
- 24. Windows 2/2, double-hung

Replacement? no  yes  date: \_\_\_\_\_

**Site Features**

- 25. Setting Rural highway
- 26. Outbuildings Shed, storage



35. Photo #1  
 36. Date 3/2004  
 37. Roll # 1 Frame # 15 Direction: Northeast  
 38. Negative stored at: NHDHR

- 27. Landscape features Pond
- 28. Acreage .25 acres
- 29. Tax map/parcel # 26/12
- 30. UTM reference 19-4812840-321000
- 31. USGS quadrangle and scale Alton, 1987, 7.5 min.

**Form prepared by**

- 32. Name Joyce McKay
- 33. Organization NH Department of Transportation
- 34. Date of survey March 2004





THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



CAROL A. MURRAY, P.E.  
COMMISSIONER

Alton  
STP-TE-X-5133(008)  
13802

No Adverse Effect Memo

Pursuant to meetings and discussions on August 7; September 4, 2003 and April 1, 2004; and to comply with RSA 227-C:9, *Directive for Cooperation in the Protection of Historic Resources*, the NH Division of Historical Resources and NH Department of Transportation have coordinated the identification and evaluation of cultural resources with plans to replace the NH Route 28 Bridge over the Merrymeeting River (186/155) and conduct approach work in the Town of Alton, New Hampshire.

Based on this review, we have determined that the project will not have an adverse effect on historic resources. Since only the footprint of the Best house at the southeast quadrant of the bridge is considered potentially eligible for the National Register of Historic Places, the work in front of the property will not have an effect on this resource. An individual reconnaissance level form will document its potential eligibility. NHDHR will perform Phase IB testing at the southwest quadrant of the bridge. If archaeological resources are identified, the site will undergo all necessary phased investigations.

We will continue to consult, as appropriate, as this project proceeds.

*Linda Ray Wilson*

Linda Wilson, Deputy  
State Historic Preservation Officer

Concurred with by the NH Department of Transportation

Date: May 5, 2004 By: Joyce McKay  
Joyce McKay  
Cultural Resources Manager

c.c. Linda Wilson, NHDHR Kevin Nyhan, NHDOT  
Mike Pillsbury, NHDOT

S:\PROJECTS\DESIGN\13802\cultural\memo.doc

Exhibit D



NEW HAMPSHIRE NATURAL HERITAGE INVENTORY

**To:** Kevin T Nyhan, Bureau of Environment  
Department of Transportation

**From:** Sara Cairns, NH Natural Heritage Inventory 13502

**Date:** 11/7/2002

**Re:** Review by NH Natural Heritage Inventory of request dated 11/5/2002

**NHI File ID:** NHI-1814                      **Town:** Alton  
**Project type:** Road improvement              **Location:** NH Route 28 over  
Merrymeeting River

I have searched our database for records of rare species and exemplary natural communities near the area identified in your request. We currently have no recorded occurrences for sensitive species near this project area.

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. For some purposes, including legal requirements for state wetland permits, the fact that no species of concern are known to be present is sufficient. However, an on-site survey would provide better information on what species and communities are indeed present.

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NOV 12 2002

**N.H. DEPARTMENT OF  
TRANSPORTATION**

Exhibit E

KTN KIN CAAH



# United States Department of the Interior



**FISH AND WILDLIFE SERVICE**  
New England Field Office  
70 Commercial Street, Suite 300  
Concord, New Hampshire 03301-5087

Re: Alton, 13802

December 6, 2002

Kevin T. Nyhan  
Department of Transportation  
Bureau of Environment  
1 Hazen Drive  
P.O. Box 483  
Concord, N.H. 03302-0483

Dear Mr. Nyhan:

This responds to your November 5, 2002 letter requesting information on the presence of federally-listed and proposed endangered or threatened species in relation to the proposed bridge reconstruction over the Merrymeeting River in Alton, New Hampshire (13802). Our comments are provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

Based on information currently available to us, no federally-listed or proposed threatened or endangered species under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area, with the exception of occasional transient bald eagles (*Haliaeetus leucocephalus*). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required. Should project plans change, or additional information on listed or proposed species becomes available, this determination may be reconsidered.

Thank you for your cooperation and please contact me at 603-223-2541 if we can be of further assistance.

Sincerely yours,

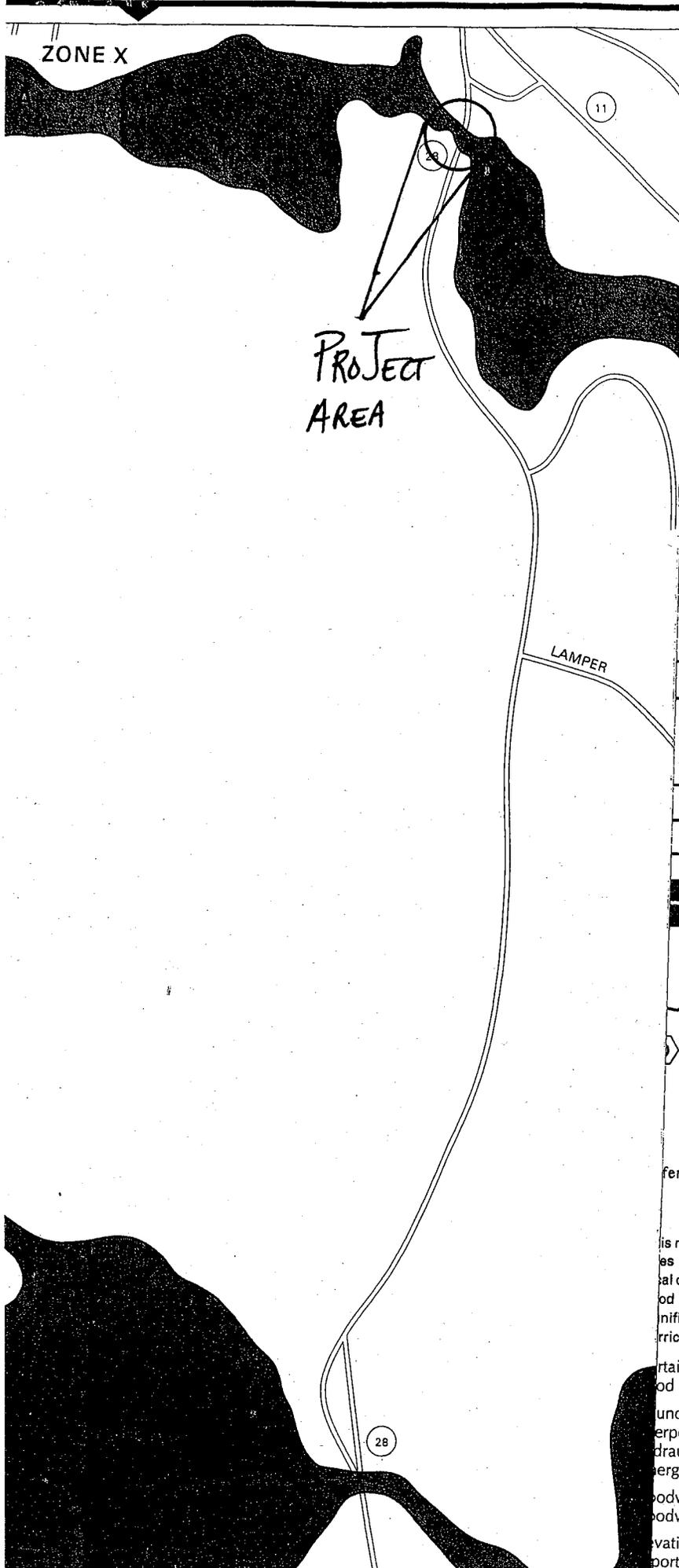
Susanna L. von Oettingen  
Endangered Species Biologist  
New England Field Office

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TRANSPORTATION**

Exhibit F



# LEGEND

## SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- ZONE A** No base flood elevations determined.
- ZONE AE** Base flood elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- ZONE A0** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
- ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.

## FLOODWAY AREAS IN ZONE AE

## OTHER FLOOD AREAS

- ZONE X** Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

## OTHER AREAS

- ZONE X** Areas determined to be outside 500-year flood plain.
- ZONE D** Areas in which flood hazards are undetermined.

Flood Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

Base Flood Elevation Line; Elevation in Feet\*

Cross Section Line

(EL 987)

RM7<sub>x</sub>

•M1.5

Base Flood Elevation in Feet Where Uniform Within Zone\*

Elevation Reference Mark

River Mile

Referenced to the National Geodetic Vertical Datum of 1929

## NOTES

This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from small drainage sources of small size, or all planimetric features outside special flood hazard areas. The coastal flooding elevations shown may differ significantly from those developed by the National Weather Service for hurricane evacuation planning.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

Floodway widths in some areas may be too narrow to show to scale. Floodway widths are provided in the Flood Insurance Study Report.

Elevation reference marks are described in the Flood Insurance Study Report.

NTH - K  
1/11/2002

**NHOEM**

# Memo

To: *Kevin T. Nylan*  
*Senior Environmental Manager*  
*NHDOT*

From: *George Musler*  
*NFIP Coordinator*

Date: *November 12, 2002*

Subj: *Alton 13802*

cc: *Carol Ogilvie*  
*George Hatch*

---

*According to Firm Map Panel 30, the crossing noted in your memo occurs in an un-numbered A Zone.*

*As always, make sure the local authorities are made aware of your proposal and of our position on the matter.*

*GTM/wjf*

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NOV 13 2002

**N.H. DEPARTMENT OF  
TRANSPORTATION**

2002 11/27  
✓

State of New Hampshire  
INTER-DEPARTMENT COMMUNICATION

---

To: Kevin T. Nyhan, Sr. Environmental Manager

From: Jen Roy, LWCF Program Assistant  
Dept. of Resources and Economic Development – Div. of Parks and Recreation  
Office of Recreation Services



Date: November 27, 2002

Subject: Alton, 13802

---

This communication is in response to your memo regarding the plans to reconstruct a bridge crossing NH Rout 28 over Merrymeeting River. Upon review of the Land and Water Conservation Fund (LWCF) files, there are **no Section 6(f) properties** located within the proposed project location that concerns this office.

Unless changes to the proposed project occur, no further approval is required from this office. Feel free to contact me at 271-3556 or at [jroy@dred.state.nh.us](mailto:jroy@dred.state.nh.us) should you have any questions.

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TRANSPORTATION

**Kevin Nyhan**

---

**From:** Steve Walker [swalker@osp.state.nh.us]  
**Sent:** Friday, November 08, 2002 10:06 AM  
**To:** Kevin Nyhan  
**Subject:** Alton, 13802

There are no LCIP interests in the project area, Thank you for the opportunity to comment. Steve

12/1/04  
LCIP program has changed names.  
This program is now the Conservation  
Land Stewardship Program (CLS)

KTN

## Initial Site Assessment (ISA) Checklist

Project Name: Alton  
State Number: 13602

Date: December 2, 2004  
Reviewer: Kevin T. Nyhan

### 1. Project Features:

New R/W Yes Excavation Yes Relocate Utilities Yes

### 2. Review of Existing Information (Check Sources used)

DES Files

Sanborn Insurance Maps

Local Officials

Aerial Photos (List Dates)

Fire Department

Chain of Title (R/W)

Land Owners/Interviews

Other     

### Does the review of existing information indicate the presence or potential presence of hazardous materials? (If yes, identify, locate and explain.)

No. However, just south of the project area, there is one site listed with the DES One Stop Data Retrieval System (identified as Alton Auto Center (#32)). This site is listed as having a leaking underground storage tank (LUST) and is permanently eligible for OODCF reimbursement. If the scope of the project changes to include roadway work in front of this parcel, further investigations will be required.

### 3. Field Review of Project Area (attach photos, if taken).

A field evaluation was conducted on December 2, 2002. The evaluation did not reveal the visual presence of contaminated properties..

Setting (Undeveloped/Rural/Urban) Mixed.

Land Uses (Industrial, Commercial, Residential, Agricultural, Forested):

Current Predominant Land Uses Mixed

Previous Predominant Land Uses Rural

Associated Land Uses Residential/Commercial

Adjacent Land Uses Residential/Commercial

**Storage Structures (Observed or Suspected)**

- |                   |                          |           |                                     |
|-------------------|--------------------------|-----------|-------------------------------------|
| Underground Tanks | <input type="checkbox"/> | Drums     | <input type="checkbox"/>            |
| Surface Tanks     | <input type="checkbox"/> | Basins    | <input type="checkbox"/>            |
| Transformers      | <input type="checkbox"/> | Landfills | <input type="checkbox"/>            |
| Sumps             | <input type="checkbox"/> | Others    | <input type="checkbox"/>            |
| Ponds             | <input type="checkbox"/> | None      | <input checked="" type="checkbox"/> |

**Contamination**

- |                  |                          |                   |                                     |
|------------------|--------------------------|-------------------|-------------------------------------|
| Surface Staining | <input type="checkbox"/> | Vegetation Damage | <input type="checkbox"/>            |
| Oil Sheen        | <input type="checkbox"/> | Dead Fauna        | <input type="checkbox"/>            |
| Odors            | <input type="checkbox"/> | Other             | <input type="checkbox"/>            |
|                  |                          | None              | <input checked="" type="checkbox"/> |

**Potential Asbestos Containing Materials\***

- |                         |                          |              |                                     |
|-------------------------|--------------------------|--------------|-------------------------------------|
| Buildings               | <input type="checkbox"/> | Serpentine   | <input type="checkbox"/>            |
| Sprayed-On Fireproofing | <input type="checkbox"/> | Pipe Wrap    | <input type="checkbox"/>            |
| Acoustical Plaster      | <input type="checkbox"/> | Friable Tape | <input type="checkbox"/>            |
| Fill Material           | <input type="checkbox"/> | None         | <input checked="" type="checkbox"/> |

Does the field review indicate the presence or potential presence of hazardous materials? (If yes, identify, locate, and explain.)

No.

The Bureau of Right-of-Way should be notified when buildings possibly containing asbestos are to be taken or moved.

**LOCATION:** Latitude: 43' 26" 53.13° NH SP X: 1104883.35  
 Longitude: -71' 12" 44.67° NH SP Y: 345873.44

**AST Facilities**  
 (Features returned: 0)

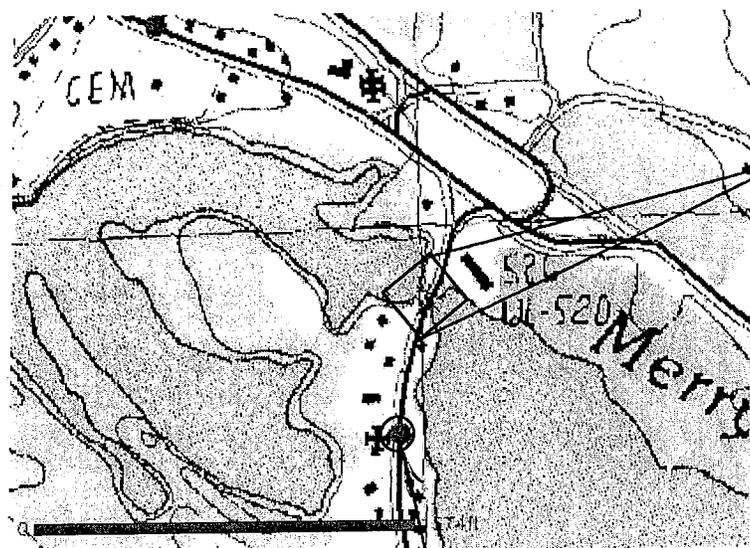
**Hazardous Waste Generators**  
 (Features returned: 0)

**Remediation Sites**  
 (Features returned: 1)

MASTER ID	SITE ID	SITE NAME	ADDRESS	TOWN	PROJECT TYPE	PROJECT MANAGER	WORKLOAD PRIORITY	RISK	PER
32	199508029	ALTON AUTO CENTER	46 SUNCOOK VALLEY ROAD	ALTON	LUST	LEDGARD	2	2	GWP-1995

**UST Facilities**  
 (Features returned: 1)

MASTER ID	SITE ID	SITE NAME	ADDRESS	TOWN	NUMBER OF ACTIVE TANKS	TAX MAP	TAX LOT
32	0220363	ALTON AUTO CENTER	46 SUNCOOK VALLEY ROAD	ALTON	0	26	4



PROJECT AREA

Alton Auto Center (#32)

KTN ✓  
CHH ✓

**Alton Planning Board**  
P.O. Box 659  
1 Monument Square  
Alton, NH 03809

Tel. (603) 875-5095  
Fax (603) 875-2163

November 14, 2002

Kevin T. Nyhan  
Senior Environmental Manager  
Bureau of Environment  
John O. Morton Building  
1 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

Dear Mr. Nyhan:

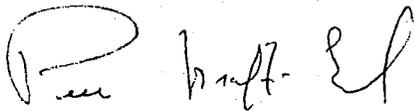
Re: Alton 13802

Thank you for your correspondence related to the proposed reconstruction of the Merrymeeting/NH 28 Bridge. As you know, the new high school is being constructed south of the bridge and adjacent to NH 28. I believe at a point sometimes in the future, it will be necessary to construct sidewalks from the downtown pedestrian system to the school. We would appreciate the bridge design to address this fact.

This office is also concerned about maintenance of the water quality of the Merrymeeting River during construction activities. A rigorous erosion and sedimentation strategy for the project is essential.

If you have any questions please contact me at 875-0108.

Sincerely,



PEER KRAFT-LUND  
Alton Town Planner

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TRANSPORTATION

Exhibit L

**Town of Alton**  
**Conservation Commission**  
P.O. Box 659  
1 Monument Square  
Alton, NH 03809

Tel. (603) 875-5095  
Fax (603) 875-2163  
TDD (603) 875-0111

---

December 18, 2002

Kevin T. Nyhan  
Senior Environmental Manager  
Bureau of Environment  
State of New Hampshire  
Department of Transportation  
P.O. Box 483  
Concord, NH 03302-0483

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N.H. DEPARTMENT OF  
TRANSPORTATION

Dear Mr. Nyhan:

This is in reference to Alton, 13802 and your letter to the Conservation Commission, dated November 5, 2002.

We offer the following comments regarding the NH Route 28 bridge reconstruction:

1.
  - a. A new high school is being designed on Route 28 South. A provision for a sidewalk or bicycle path should be considered.
  - b. Input should be solicited from the Alton Water Works Department to determine if water line sleeves are needed.
  - c. Input from the Alton Fire and Rescue Department should be solicited regarding work on hazardous waste traps that should be designed in the event of a repeated incident of an overturned truck, spilling oil or other hazardous materials and contaminants into the drainage area near the bridge.
2. No identified resources are known, but no formal studies have been conducted.
3. The area is an important local recreation area for fishing and canoeing. It is a continuation of a State Fish and Game Waterfowl Zone. The three town wells are located downstream.

4. The area falls within the Town of Alton's Aquifer Protection Zone and there are three municipal wells located within three-quarters of a mile.
5. There exists the potential hazard of a rollover of a truck in the Alton Traffic Circle. (On July 4, 1998, a tanker truck flipped, causing major problems in the area.)
6. The members of the Conservation Commission do not know of any asbestos located within the project limits.
7. Purple loostrife is abundant within the project area and spreading. Care should be used so as not to spread this undesirable invasive plant.
8. Since this bridge serves as a main access to Alton and the Lakes Region, construction should avoid tourist season. Provisions for access for emergency vehicles should be addressed.

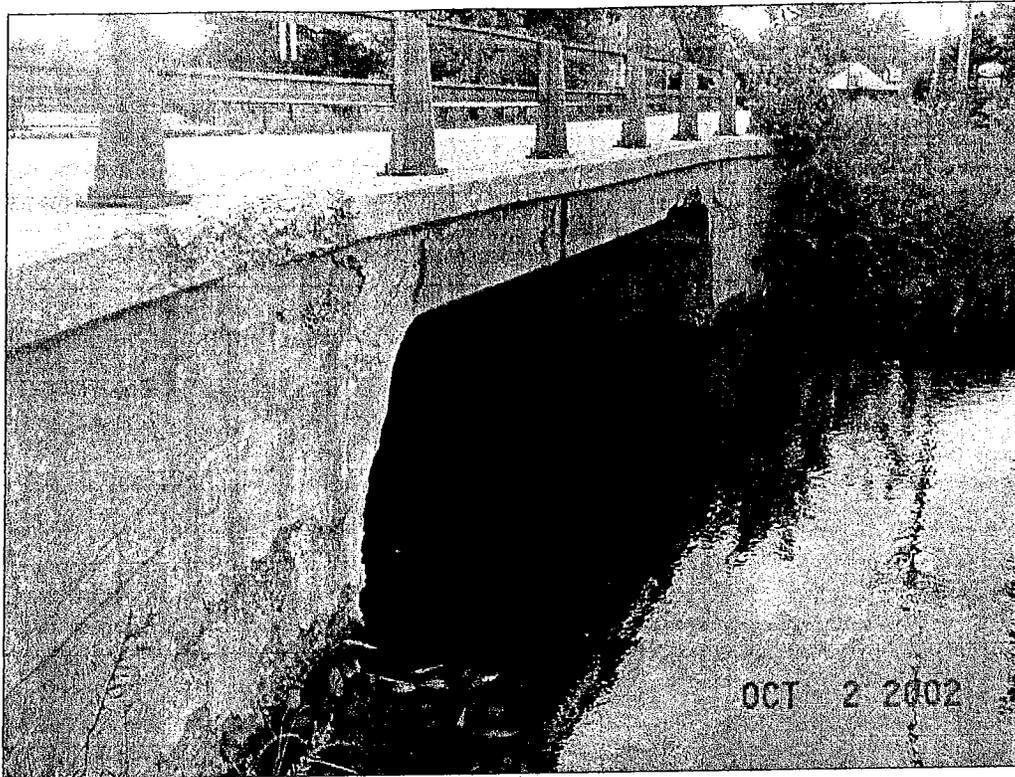
Thank you for the opportunity to provide our input on this proposed project.

Sincerely,

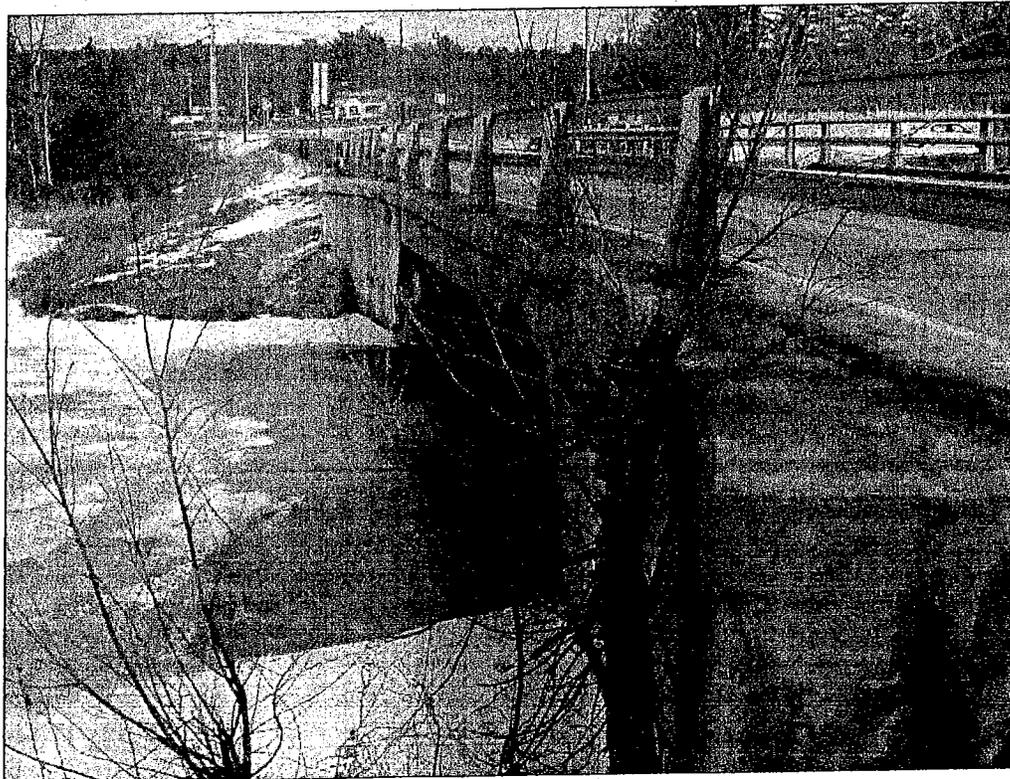
**ALTON CONSERVATION COMMISSION**

cc: Board of Selectmen  
Planning Board  
Fire Department  
Water Commissioners  
Road Agent

PHOTOGRAPHS



Bridge looking southerly



Bridge looking northerly

KTN ✓ CHH



State of New Hampshire  
DEPARTMENT OF ENVIRONMENTAL SERVICES

6 Hazen Drive, P.O. Box 95, Concord, NH 03302-0095  
(603) 271-3503 FAX (603) 271-5171



May 13, 2003

Kevin T. Nyhan  
Senior Environmental Manager  
Bureau of Environment  
NH DOT  
1 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

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MAY 16 2003

**N.H. DEPARTMENT OF  
TRANSPORTATION**

RE: Alton, 13802, STP-X-0005 (440)  
(Reconstruction of NH Route 28 bridge over Merrymeeting River)

Dear Mr. Nyhan,

In response to your letter regarding the reconstruction of the Route 28 bridge in Alton, I have enclosed a map that includes the locations of all wellhead protection areas and public water supplies located within the specified project area. Public water system information is also available on our website at [www.des.state.nh.us](http://www.des.state.nh.us) under the One Stop Data Retrieval. In order to protect all sources of drinking water please use best management practices (see enclosed fact sheet). If you have any questions please contact me at 271-7017 or e-mail at [jmckenna@des.state.nh.us](mailto:jmckenna@des.state.nh.us).

Sincerely,

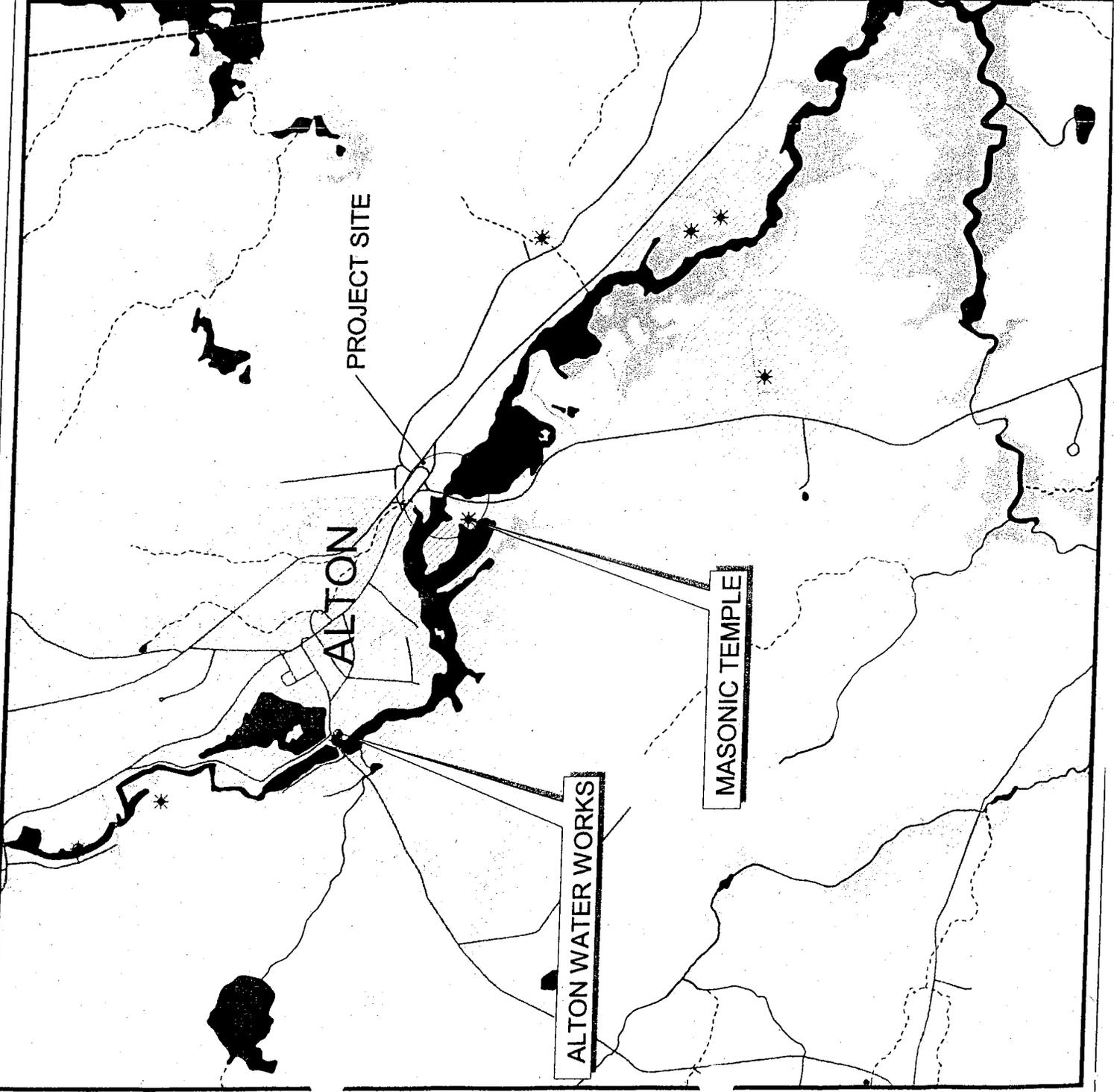
Johnna McKenna  
Drinking Water Source Protection Program

Enclosures: map  
fact sheet: *Best Management Practices (BMPs) for Groundwater Protection*

NH DOT  
 ALTON, 13802  
 ROUTE 28 BRIDGE  
 STP-X-0005 (440)

LEGEND

- \* Public Water Supplies
- ⊕ PWS Facilities
- ⊖ Reg. Water Withdrawals
- SWPAS
- WHPAS
- River, stream
- Intermittent stream
- Lake, pond
- ▨ Marsh, wetland
- - - State boundary
- · - · - County boundary
- Town boundary



The coverages presented in this program are under constant revision as new sites or facilities are added. They may not contain all of the potential or existing sites or facilities. The Department is not responsible for the use or interpretation of this information, nor for any inaccuracies.

Map Prepared May 13, 2003.

SCALE: 1:29401.9



# ENVIRONMENTAL Fact Sheet



6 Hazen Drive, Concord, New Hampshire 03301 · (603) 271-3503 · [www.des.state.nh.us](http://www.des.state.nh.us)

WD-WSEB 22-4

2001

## Best Management Practices (BMPs) for Groundwater Protection

A wide variety of activities involve the use of materials that can, if not properly handled, contaminate groundwater. There have been numerous instances of groundwater contamination in New Hampshire from leaking storage facilities, improper waste disposal, accidental spills, and even from normal use of these materials. Recognizing the importance of protecting the natural quality of groundwater (60% of New Hampshire residents rely primarily on groundwater for drinking water), the legislature passed the Groundwater Protection Act in 1991. Working with the understanding that potentially contaminating materials can be used safely if certain basic guidelines are followed, the Groundwater Protection Act directed the N.H. Department of Environmental Services (DES) to adopt rules specifying Best Management Practices (BMPs) for the Potential Contamination Sources (PCSs) listed below.

After consultation with representatives of the regulated community, DES developed and adopted N.H. Code of Administrative Rules Part Env-Ws 421 Best Management Practices, which apply to all potential contamination sources in the state. The BMPs in the rules are essentially common-sense operating practices that have already been adopted by businesses interested in minimizing their environmental liability. The purpose of the BMPs is to prevent a release of regulated substances. (Regulated substances are hazardous substances listed under federal regulations at 40 CFR 302, excluding seven chemicals listed in Env-Ws 421.03 (f).) Following the BMP rules helps business owners lower their environmental liability and minimize potential cleanup costs.

### POTENTIAL CONTAMINATION SOURCES (PCSs)\*

- Vehicle service and repair shops
- General service and repair shops
- Metalworking shops
- Manufacturing facilities
- Underground and above-ground storage tanks
- Waste and scrap processing and storage
- Transportation corridors
- Septic systems (at commercial and industrial facilities)
- Laboratories and certain professional offices (medical, dental, veterinary)
- Use of agricultural chemicals\*\*
- Salt storage and use
- Snow dumps
- Stormwater infiltration ponds or leaching catch basins
- Cleaning services
- Food processing plants
- Fueling and maintenance of earth moving equipment
- Concrete, asphalt, and tar manufacture
- Cemeteries
- Hazardous waste facilities

\*as identified in New Hampshire's Groundwater Protection Act (RSA 485-C)

\*\*subject to BMPs developed and administered by N.H. Dept. of Food, Agriculture, and Markets

1  
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THE STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION

December 8, 2004

RE: ALTON, 13802

Hearing held at Alton Central School, Alton, NH

REPORT OF THE COMMISSIONER

ALTON PUBLIC HEARING

ALTON  
Betterment  
13802

COMMISSION PUBLIC HEARING

December 8, 2004 Alton Central School, Alton, NH 7:00 P.M.

Beginning at a point in the existing traveled way of NH Route 28 at approximately the southern approach to the Alton traffic circle and running southerly along NH Route 28 approximately nine hundred (900') feet. This project involves the replacement of the NH Route 28 bridge over the Merrymeeting River. The bridge is proposed to be replaced in its existing location, thus a temporary detour bridge is proposed to maintain traffic during construction. As part of this work it is proposed that four (4') foot shoulders will be added to the bridge and the roadway approaches within the above limits. In addition, assuming agreement with the Town of Alton that winter maintenance of the sidewalk will be performed by the Town, a 5 foot sidewalk on the west side of the bridge will be constructed as part of the layout.

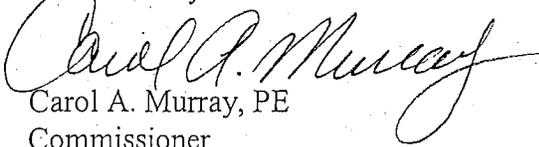
The following decisions are the Department's resolution of issues as a result of testimony presented at the December 8, 2004 Public Hearing and written testimony received during the comment period.

1. Ms. Vicki Howard, Parcel 4, supported the bridge being replaced given its poor condition, and supported installation of a sidewalk for pedestrian safety. Ms. Howard asked that the sidewalk be extended southerly to cover all of her property frontage so that her property would only be impacted once. She also expressed concern with losing a number of large pine trees in her front yard that provide shade and screening to her home. Ms. Howard requested landscaping be provided.

Response: Assuming the Town of Alton agrees to perform summer and winter maintenance of the sidewalk off the bridge and winter maintenance of the sidewalk on the bridge, the sidewalk proposed for the bridge will be extended southerly beyond Ms. Howard's property. During final design, the impacts to the trees will be minimized to the degree possible. Impacts to the trees will be compensated for as part of the right-of-way damages which could be used by Ms. Howard for landscaping.

Date: 3/11/05

Submitted By:

  
Carol A. Murray, PE  
Commissioner