BUREAU OF ENVIRONMENT
CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting
DATE OF CONFERENCE: August 19, 2009
LOCATION OF CONFERENCE: John O. Morton Building
ATTENDED BY:

NHDOT
Alex Vogt
Bob Aubrey
Bob Juliano
Bob Landry
Cassandra Gardner
Cathy Goodmen
Christine Perron
Craig Green
Dave Scott
Jason Tremblay
Jon Evans
Keith Cota
Laurel Kenna
Marc Laurin
Matt Urban
Mike Dugas
Randy Talon
Ron Grandmaison
Samantha Fifield
Steve Johnson
Wayne Clifford

Federal Highway Administration
Jamie Sikora

Army Corps of Engineers
Rich Roach

EPA
Mark Kern

NHDES
Becky Ohler
Gino Infascelli
Lori Sommer

NH Fish and Game
Carol Henderson

NH Natural Heritage Bureau
Melissa Coppola

Strafford RPC
Dan Camara

Hoyle Tanner & Assoc.
Jason Lodge
Matthew Low

Vanasse Hangen Brustlin
Chris Baker
Pete Walker

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

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NOTES ON CONFERENCE:

Finalization of the July 15, 2009 Meeting Minutes

The July 15, 2009 meeting minutes were finalized.

Hampton Falls – Hampton, 13408B (Non-Federal)

This project involves replacing the bridge that carries Interstate 95 over Taylor River, between Hampton and Hampton Falls. The Department is engaged in a feasibility study to determine the appropriate treatment of an associated dam, overflow culvert and fish ladder. The Final Draft Feasibility Study was distributed and the project schedule was discussed.

This project was previously reviewed on the following dates: 12/19/2007, 1/16/2008, 2/20/2008 & 3/19/2008.

Brentwood, X-A000(918), 15277

This project involves the complete reconstruction of the Crawley Falls Road Bridge over the Exeter River (Bridge No. 073/065). The existing bridge consists of a cast-in-place concrete rigid frame with stone masonry wingwalls. The existing rigid frame has a clear span of 31'-0" and a rise of 14'-0"±. The roadway width is approximately 24' with metal w-beam guardrail on each side. The bridge has an AASHTO sufficiency rating of 57.4% and is classified as structurally deficient. The rigid frame was constructed in 1941.

Jason Lodge described the project. A handout with a brief project description and photographs was distributed. Originally, this project was under the State Aid Municipal Bridge Program. It has been accepted onto the list of municipal bridge replacement projects to be funded with "ARRA-Related" funds. The project started out as a bridge rehabilitation effort, however through the development of preliminary design, it became a bridge replacement project.

The bridge is currently in fair condition, largely due to the deterioration of the concrete rigid frame, movement/settlement of the stone masonry wingwalls, and guardrail condition. The concrete rigid frame exhibits minor to moderate spalls throughout with exposed and corroding reinforcement. There are several cracks throughout the rigid frame that exhibit leakage. The w-beam guardrail over the bridge and on the approaches exhibits minor impact damage and is a substandard railing system. The stone masonry wingwalls exhibit movement and settlement, most likely from storm events. There are failing areas of mortared joints scattered throughout the stone masonry wingwalls. Currently the bridge is posted with an "E-2" sign meaning Certified Vehicles are precluded from using the bridge.

The adjacent Brentwood Volunteer Fire Department requires that northbound traffic be maintained during construction so that their response time is not impacted. Southbound traffic will be completely detoured around the site for approximately 1.5 miles. In order to maintain northbound traffic during construction, the new bridge will be built in two phases. As such, the new bridge

will be 5' wider than the existing bridge in order to accommodate the phased construction. Upon completion of the project two-way traffic over the new structure will be restored.

The proposed hydraulic opening will be 8' wider than the existing opening in order to improve the hydraulic capacity of the crossing. The proposed bridge will be a prestressed concrete deck beam superstructure supported on a concrete substructure. This bridge type was chosen because it minimized impacts to the Exeter River, increased the hydraulic capacity of the structure and was less costly than other alternatives. The estimated cost for the proposed project is $1,200,000.

The project is scheduled to go out to bid in December 2009 and will be constructed during the summer of 2010.

An Individual Inventory Form, Area Form, and Phase 1 Archaeological Investigation was performed at the site. The NH Division of Historical Resources and the Federal Highway Administration have determined that the bridge is historic. As a result, HAER documentation, a monograph and the installation of an historic marker have been required. Additional archaeological investigation is scheduled for this month and will be presented at the monthly Cultural Resource Agency Coordination Meeting in September 2009.

According the Natural Heritage Bureau and the US Fish & Wildlife Service there are no known occurrences of Federal or State endangered or threatened species within the project area. There are minor easements required from four abutters. There are no 6(f) properties, LCIP properties or prime wetlands affected by the project. This project will require a standard dredge and fill wetland permit and a CSPA permit. The wetlands permit application has been submitted (DES file#: 2009-01804). A Categorical Exclusion is being prepared and will be submitted to Kevin Nyhan in the near future.

Gino Infascelli indicated that the Exeter River is a Designated River and that coordination with the Exeter River Local Advisory Committee would be necessary. . J. Lodge will contact G. Infascelli to discuss the laws regarding Designated Rivers and subsequent coordination.

This project was designed for the 50-year flood in conformance with the NHDOT Municipally Managed Bridge Aid guidelines. Rich Roach noted that now that the project is Federally funded, Federal hydraulic/flood requirements would have to be met. M. Low will discuss this with Nancy Mayville.

R. Roach indicated that the project would qualify for coverage under the NH programmatic General Permit.

No further action or meetings were required by the Committee.

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

Merrimack, X-A000(937), 15324

This project involves the rehabilitation of the Turkey Hill Road Bridge over the Souhegan River (Bridge No. 085/119). The existing two span bridge superstructure consists of a cast-in-place concrete deck supported on steel beams, each with a span length of 70'. The existing bridge substructure consists of cast-in-place concrete abutments, wingwalls and a river pier. The roadway width is approximately 24' with bridge rail on each side. The bridge has an AASHTO sufficiency rating of 69.5% and is classified as structurally deficient. The bridge is on the NHDOT Municipal Redlist. The existing bridge was constructed in 1971.

Jason Lodge described the project. A handout with a brief project description and photographs was distributed. Originally, this project was under the State Aid Municipal Bridge Program. It has been accepted onto the list of municipal bridge replacement projects to be funded with "ARRA-Related" funds.

The bridge deck is currently in poor condition due to the deterioration of the concrete and asphalt. The existing beams are in fair condition and exhibit moderate scale and section loss. The expansion joints exhibit moderate leakage. The existing bridge is posted with an "E-2" sign meaning Certified Vehicles are precluded from using the bridge.

The proposed improvements will maintain two (2) lanes of traffic, add a 5' sidewalk, and increase the shoulders from 1' to 5'. The new bridge will be 12' wider than the existing bridge in order to accommodate the proposed bridge section. Traffic will be maintained at all times during construction utilizing a temporary bridge located to the south of the existing bridge. The existing hydraulic opening will not be altered. The existing superstructure will be completely replaced with new steel beams, a cast-in-place concrete deck and bridge railing. The existing substructure will be modified as needed to support the new superstructure. This work will include a new river pier section adjacent to the existing river pier. This alternative was chosen because it minimized impacts to the Souhegan River, does not require the existing substructure to be removed and does not reduce the hydraulic opening. The estimated construction cost for the proposed improvements is $3,800,000.

The project is scheduled to go out to bid in December 2009 and will be constructed over 2010 and 2011 with a winter shutdown in between.

A Phase 1 Archaeological Investigation was performed at the site. The NH Division of Historical Resources and the Federal Highway Administration have determined that the project will not have an adverse affect on historic or archaeological resources. There are no known occurrences of Federal or State endangered or threatened species according the Natural Heritage Bureau and the Fish and Wildlife Service. There are easements required from two abutters. The Town has authorized the temporary use of Weston Park to facilitate the project. There are no 6(f), LCIP properties, or prime wetlands affected by the project. This project will require a standard dredge and fill wetland permit and a CSPA permit. A Categorical Exclusion is being prepared and will be submitted to Kevin Nyhan in the near future.

G. Infascelli indicated that the Souhegan River is a Designated River and that coordination with the Souhegan River Local Advisory Committee would be necessary. J. Lodge will contact G. Infascelli to discuss the laws regarding Designated Rivers and subsequent coordination.

G. Infascelli requested us to improve the water quality with our proposed drainage facilities.

Rich Roach indicated that the project would qualify for coverage under the NH programmatic General Permit.

No further action or meetings were required by the Committee.

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

Alstead, X-A000(425), 14540M

This project involves the reconstruction of NH Route 123 in Alstead as a result of the floods of October 2005. This discussion involved the replacement of two structures which carry Warren Brook beneath NH Route 123. Bob Aubrey began by discussing Bridge # 107/130. This structure is located approximately 600' west of the Alstead Highway Garage or approximately 1.1 miles west of the NH Route 123/Camp Brook Road intersection. The existing bridge is a 10' wide, 7.5' tall, 55' long, structural steel plate arch. This bridge was not damaged during the floods however it is undersized and as a result needs to be widened in order to prevent flooding nearby properties and damaging the roadway during future flooding events. The proposed structure will be 24' wide, 8.5' tall, 33' long and will be constructed of cast in place concrete abutments and a cast in place concrete deck. This bridge has been designed to accommodate for a 100-year flooding event.

B. Aubrey indicated that during the flooding event of 2005 a berm, located to the northwest of the existing bridge, was breached causing portions of the adjacent property (Parcel 25) to flood. B. Aubrey indicated that the previous property owners of parcel 25 requested that the Department reconstruct/replace the berm in association with the proposed project. He noted that while the proposed structure will be constructed to accommodate for a 100-year flooding event, the channel cannot handle such an event. As a result, parcel 25 can be flooded regardless of the size of the proposed bridge. In an effort to accommodate this request the Department intends to reconstruct the berm, however the new property owners need to agree to the proposal and any property impacts associated with such a proposal.

Rich Roach expressed concern with the reconstruction of the berm. He indicated that in general the construction of berms for the purposes of flood control are frowned upon by the Federal Government as a result of Executive Order 11988. Executive Order 11988 indicates that "each [Federal] agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities." R. Roach indicated that the new property owners need to be approached and that the proposed action needs to be coordinated and approved by the Federal Highway Administration in order to ensure compliance with Executive Order 11988.

B. Aubrey indicated that in order to construct the proposed structure, a temporary bypass would need to be constructed on the downstream side of the existing bridge. He indicated that the

preferred option was to place a temporary culvert (or series of culverts) within Warren Brook and then place temporary fill over them to construct a temporary alternating one-way bypass road. He indicated that a temporary bridge could be constructed however this would cost more, would require more time and would likely result in additional property and wetland impacts. He also noted that construction of a temporary bridge would probably not result in impact reductions to Warren Brook as this section of the downstream channel would still be disturbed during the construction of the new bridge. It was agreed that the temporary culvert option was acceptable pending a field investigation by Gino Infascelli. Jon Evans indicated that he would set up a field review for sometime this Fall.

The second structure is located approximately 1,050 feet west of the NH Route 123/Camp Brook Road intersection. The existing structure is a 6' diameter, 128' long corrugated metal pipe located beneath approximately 18' of fill. B. Aubrey indicated that the existing pipe is corroded and undersized to accommodate for a 100-year flooding event.

The proposed precast concrete box culvert will be 14' wide, 8' tall, 138' long and has been designed to accommodate for a 100-year flooding event. This structure will be constructed approximately 20' (center to center) to the south/southwest from the existing culvert. A system of Baffles and a deflector will be installed within the structure to help reduce the water velocities and prevent downstream scour. The streambed at the outlet end of the proposed structure will be reconstructed to accommodate for the adjusted stream channel and will be lined with stone to prevent scour. This stone fill will be mixed with smaller stone and gravel to keep the water levels in Warren Brook above the surface of the rock.

In order to construct the new structure, the road will be closed for a period of several months. At the request of the Town, this closure will be during the summer in order to prevent disruption to school bus traffic. It is anticipated that the new structure will be constructed first, while the flow of Warren Brook is maintained through the existing culvert. Upon its completion, the flow will be moved into the new structure and the old culvert will be removed.

G. Infacelli requested to look at this site during the previously requested field visit as well as the proposed overflow/bypass culvert located in Mill Hollow. J. Evans indicated that he was unsure of the status of the overflow culvert however he would include both sites in the field visit as well as a review of the rest of the 14540M project.

This project was previously reviewed on the following dates: 3/15/2006 & 11/15/2006.

Lebanon, NH - Hartford, VT, A000(627), 14957

This project involves the replacement of the US Route 4 Bridge over the Connecticut River between Lebanon, NH and Hartford, VT. The condition of the bridge has deteriorated and the weight limit has been decreased.

Steve Johnson began the discussion by explaining that the goal of the presentation was to get comments on proposed stormwater treatment and approximate wetland impacts for the Department's preferred alternative prior to going to the public hearing. The numbers being presented were not final calculations.

The plans show that pavement area within the protected shoreland of the Connecticut River would be reduced slightly. The total pavement within the entire project area will increase by approximately 7,600 sq. ft. in NH and 6,000 sq. ft. in VT. There is currently no stormwater treatment on either side of the river, and the existing bridge has scuppers that drop directly into the river. In NH, the Department proposes to treat stormwater coming off the bridge and within most of the new pavement area (approx. 26,500 sq. ft.). A treatment basin is proposed, which will treat the 1" first flush for this pavement and provide more detention than the additional pavement area for the 2 ½ year storm. The existing stormwater system uphill from the project will be separated and will outlet at the same location as it will after the temporary bridge construction. In Vermont, a water quality inlet is proposed to treat the water from the bridge and pavement.

A HEC-RAS analysis has been run and shows that the proposed project will decrease the upstream water surface elevation slightly (less than 0.1') at the 100-year flood event. This is largely due to the abutments of the new bridge being pulled back from the river's edge.

The project results in approx. 59,000 sq. ft. of ground disturbance in NH and 41,000 sq. ft. in Vermont. Riprap will be placed along the river to protect new fill slopes and disturbed bank areas. The area upstream from the bridge on the NH side was extended to encompass an existing sloughed bank area. Wetland impacts (below OHW) and bank impacts in NH will be approx. 1,200 sq. ft. and 2,000 sq. ft., respectively. Approximate length of riprap along the river will be 260' in NH and 165' in VT.

Rich Roach asked if any fill would be placed below OHW in VT. S. Johnson answered that there will be some dredge and some fill, but that it would closely match the existing grade. R. Roach said that the NH impacts would qualify for the NH SPGP, but he would need to talk to Marty in Vermont about how to permit impacts in Vermont. He pointed out that an Individual Army Corps permit would cover impacts in both states. Christine Perron added that a US Coast Guard permit was not required for the project.

Melissa Coppola asked if there were any NHB concerns in this area. C. Perron said that there were records of two animal species: bald eagle and dwarf wedgemussel. Neither NH Fish & Game nor US Fish & Wildlife Service had expressed any concerns with the project when contacted.

There were no other comments on the project.

This project was previously presented on the following dates: 9/17/2008, & 1/21/2009, 3/18/2009.

Hampstead, X-A000(850), 15655

Project involves replacing a 4.5 ft. x 4 ft. box culvert under NH Route 121. A permit was issued to District 5 in 2008 to replace the existing culvert with an 8 ft. x 6 ft. open bottom (3-sided) box (DES Permit #2005-01928). The project is now part of the statewide culvert rehab program. Presentation will consist of discussion of a possible permit amendment to change to an embedded (4-sided) 8 ft. x 7 ft. culvert due to concerns about cost, traffic control, and water diversion.

Wayne Clifford provided a summary of the project. The project is part of the Statewide Culvert Rehab Program. A 4.5' x 4' stone box culvert is located under NH Route 121, approx. 1500' north of NH Route 111. The culvert is in poor condition and is starting to collapse, allowing material to seep through the top. A permit was issued to District 5 to replace this culvert (Permit #2005-01928) with an 8' x 6' x 42' open-bottomed (3-sided) box. However, field inspections by Highway Design led to the realization that the existing culvert is actually 53' in length. This necessitates updating wetland impacts with a permit amendment.

The Department would also like a permit amendment to change the proposed culvert from an 8' x 6' open-bottomed box to an 8' x 7' embedded 4-sided box with a gravel bottom. This change is being proposed because an embedded box is easier and faster to construct, less costly, and requires less traffic control. The 4-sided box would take approx. 1 week to construct, while the 3-sided box with footings would take over a month. Furthermore, the design of the 3-sided box would require 2' of stone fill on the streambed to protect the footings, while the 4-sided box would be embedded with gravel in the invert. Therefore, the 3-sided box would not result in a more natural streambed than an embedded 4-sided box.

Gino Infascelli stated that Fish & Game had a lot of concerns with this project when the original application was submitted. He felt that the project as now proposed appeared to achieve the same result but would be faster and cheaper to construct. He also said that the slope at this site is relatively flat (about 1%), so he did not have any concerns about the material remaining in the culvert invert.

Carol Henderson asked what Fish & Game's concerns were in the past. G. Infascelli and Christine Perron explained that Blanding's Turtles are known to exist near the project area. C. Perron showed C. Henderson the memo from Fish & Game (Kim Tuttle) that commented on the original application. C. Henderson said that she would like to speak to Kim before commenting on the project as now proposed. C. Perron offered to email her a summary of the project and a copy of the Fish & Game memo.

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

Bethlehem, X-A000(860), 15664

Project involves replacing a 3 ft. x 5 ft. box culvert under US Route 302.

Wayne Clifford provided a summary of the project. The project is part of the Statewide Culvert Rehab Program. A 5' wide x 3' high x 53' long concrete box culvert is located under US Route 302, approximately 0.6 miles east of NH Route 142. The culvert carries a tributary to Barrett Brook, a perennial stream with a watershed of 125 acres upstream of the culvert. The culvert is adequately sized but is deteriorating and requires replacement. The project will consist of replacing the culvert with a 5' x 4' embedded precast concrete box in the same location, and extending the outlet 8'. A catch basin is currently tied directly into the box; this will be relocated away from the culvert. Additionally a scour hole at the outlet end of the culvert will be repaired and further protected by placing stone fill at the new proposed outlet. Work would begin after securing permits and easements, which will likely be next summer.

Sewer and water lines are located under the existing culvert. The depth of these lines is still being investigated, however, at this time the proposed culvert will be embedded 1 foot with gravel in the invert. The possibility of using a form to create a roughened concrete invert, as suggested at the last meeting, was researched and determined to be infeasible.

Melissa Coppola asked if there were any Natural Heritage Bureau concerns in this area. Christine Perron said that nothing was found in the review.

Carol Henderson asked about the velocity through the pipe. W. Clifford said that it is approx. 4-8 ft/sec. The slope through the pipe is relatively flat at less than 1%.

No concerns were raised with the proposed project.

This project was previously presented at the April 15, 2009 meeting, and is part of the Statewide Culvert Rehab Program.

Dummer, X-A000(969) 15805

This project involves the repair of NH Route 16 in Dummer. The road is currently closed due to a slope failure between NH Route 16 and the Androscoggin River.

Craig Green presented the proposed project in the Town of Dummer as a realignment of approximately ½ mile of NH Route 16 with 12-foot lanes and 4-foot shoulders (12-4 typical). C. Green explained that this section of roadway experienced a slope failure adjacent to the Androscoggin River, which caused a portion of the roadway to collapse. The Department has implemented a temporary detour along NH Route 110A and 110B.

C. Green went on to explain that geotechnical investigations have indicated that the soils in this area are supersaturated and that the best course of action would be to relocate the road away from the unstable slope and the Androscoggin River. The existing failure has almost reached the centerline of NH Route 16 and the failure plane extends under the entire roadway.

The Natural Resource Agencies inquired as to whether or not the abutting landowners have been identified and contacted. C. Green informed the agencies that the abutting landowners are PSNH, Wagner Forest Management and the Water Resources Council, all of whom have been contacted.

Melissa Coppola said that there were no species or communities of concern in the project area.

C. Green indicated that this project would be completed in two phases. The first phase will consist of the realignment of approximately 2,000 linear feet. This phase is on an accelerated schedule (advertising August 31, 2009 construction by mid-September, complete by late fall). The second phase will address the slope failure and stabilization, and will include the removal of the existing roadway. This phase will be constructed in the spring/summer of 2010.

The Department recently completed the wetland delineation and impacts will be quantified shortly. There was discussion on appropriate mitigation for the project. However, Christine Perron

indicated that although the wetland impact areas had not yet been identified, based on the wetlands that were delineated, she did not anticipate that impacts would go over 10,000 sq ft. Lori Sommer asked to be notified if the impacts did go over the 10,000 sq ft threshold for mitigation. She thought an In-lieu Fee payment would be reasonable mitigation if it were determined necessary. (Subsequent to the meeting it was determined that total wetland impacts would be 20,524 sq ft. The Department is coordinating with the NH Wetlands Bureau to determine appropriate mitigation.) Rich Roach stated that he thought the new alignment was appropriate since it was placed as near as possible to the existing alignment while keeping out of the zone of concern.

C. Perron said that Jocelyn Degler of the Wetlands Bureau told her last week that she would get draft permit conditions to the Department before the 28th if the application were submitted by the 21st. Gino Infascelli indicated that J. Degler was actually unavailable that week. He agreed to review the application himself and provide draft conditions and the permit prior to the August 31, 2009 advertising date. He expected the project would require only standard permit conditions.

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

Winchester, DPR-BRF-X-0111(005),12906

Jason Tremblay presented the project. This project involves the replacement of the NH Route 10 Bridge (152/181) over the Ashuelot River. He indicated that the project was a Context Sensitive Solutions project and the intent of this meeting was to receive feedback from the Natural resource Agencies on the two alternatives that have been developed to date. J. Tremblay indicated that both alternatives being presented involved widening the span between the piers and therefore would have less impact on the Ashuelot River.

J. Tremblay indicated that both alternatives that had been identified so far involved constructing a new bridge on the existing alignment. The difference between these alternatives lies in whether the temporary bridge, necessary to maintain traffic during construction, is placed on the upstream or downstream side of the existing structure. All alternatives include a proposed parking area to the southwest of the existing structure. He indicated that if the upstream alternative were chosen there would be impacts to a potential archeological site. Jason also acknowledged that both shoreland and wetland permits will likely be needed, however, depending on which alternative is chosen the impact calculations would vary.

J. Tremblay also mentioned an upstream and downstream realignment of the bridge that would utilize the current bridge to maintain traffic during construction. Again he indicated that this option was less likely to occur upstream due to several factors such as utilities and archeological sensitivities. These two alternatives were still being developed and no plans were provided for them at the time of the meeting, but would be presented at the next Project Advisory Committee meeting as alternatives.

J. Tremblay was asked if impact calculations for the various resources were available for any of these alternatives. He indicated that there were not. It was suggested that a matrix of the potential impacts for the various resources be available for the next time the project is presented at the Natural Resource Agency Coordination Meeting.

Melissa Coppola asked if there were any endangered or threatened species within the project area. Laurel Kenna stated she had conducted an NHB Database Search in July of 2008, which indicated that there were no records of any sensitive species or natural communities within the project area. She did note however that, at a Public Advisory Committee meeting one member had mentioned a project just upstream of this project where there had been mention of a Dwarf Wedge Mussel study. Laurel indicated that she planned on conducting another NHB search again later in the CSS process.

Gino Infascelli indicated that stormwater treatment would likely be necessary and that potential treatment measures should be evaluated during the design process.

No other concerns were raised at this time. It was suggested by all Agencies in attendance that the project should be presented again when more detail is known regarding the proposed alternatives and any associated impacts.

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

Boscawen, X-A000(828), 15621

Cathy Goodmen and Mike Dugas presented this project, which involves the installation of a roundabout at the intersection of US Route 4 and Harris Hill Road NHDOT proposes to install a one-lane roundabout to improve safety and reduce congestion at this intersection. This is currently a 'T' intersection with a flashing caution light and a slip ramp for right turns from Harris Hill Road onto US Route 4. The options for this project were a full signal or a roundabout. Rich Roach asked what the need for this project is. Jamie Sikora and M. Dugas indicated that there is a lot of traffic during morning and afternoon rush hours and the lack of signals or a roundabout have resulted in congestion related crashes and safety concerns. It was determined that a roundabout would handle traffic and improve safety better than a signal. The project will extend 500 feet from each approach and most work will be contained within the existing roadway structure.

This project is expected to result in a slight reduction in impervious surface area within the vicinity of the project. The project will include some drainage improvements. A public informational meeting was held and a public hearing is not needed, as all work will occur within the current NHDOT Right of Way. No wetland impacts are anticipated and as a result a wetlands permit will not be necessary. Construction will require traffic to be temporarily re-routed onto the existing shoulders, however all impacts will be contained within the footprint of the existing roadway. The project is scheduled to advertise in January 2010. No concerns associated with the proposed project were expressed.

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

Newington-Dover, NHS-027-1(37), 11238

This project involves improvements to a 3.5-mile segment of the Spaulding Turnpike from north of Exit 1 in Newington through Exit 6 in Dover. The Little Bay Bridges will be widened and rehabilitated to provide 8 travel lanes over Little Bay. A wetlands impact update was provided and proposed temporary impacts to the Little Bay were discussed.

Pete Walker and Chris Baker presented revised wetland impacts associated with Newington-Dover "Contract L," the first construction contract for the project. This contract includes the first phase of the expansion of the Little Bay Bridges, as well as some work on the approaches to the bridges in both Newington and Dover. Additionally, the upgraded Hilton Park connector road will be constructed under this contract. The engineering team has recently submitted slope and drain plans.

Overall, permanent wetland impacts for this construction area have dropped from 42,475 sq ft, as identified in the wetland permit plans submitted in August 2006, to 33,128 sq ft with the current plans.

Some of this change is due to updated wetland boundaries. Following standard procedure for this type of project, additional fieldwork was conducted this summer to re-delineate wetlands in the project area. There are some differences between the mapping presented in the permit application and the 2009 field delineations. These minor differences are attributed to changes in conditions on the ground since the EIS mapping was completed in 2004 and improved mapping procedures.

The largest change in permanent impacts is due to changes in the design of the expanded Little Bay Bridges. At the time of the permit application submittal, the conceptual design proposed solid-shaft piers similar to the existing piers. The latest design uses drilled shafts with a much smaller footprint. This change reduces permanent fill below mean high water from 17,725 square feet (0.41 acre) to approximately 1,210 square feet (0.03 acre).

Although the use of the drilled shaft technique will reduce permanent impacts, some temporary fill into the Bay will be needed to complete construction, estimated to be approximately 29,200 sq ft (0.67 ac). Attendees were provided with a set of schematic drawings that depicted one potential configuration of a temporary causeway and trestle into Little Bay. VHB and NHDOT believe that this temporary structure would be necessary to properly construct the drilled shaft piers. It was stressed that the contractor may propose a configuration that differs from this drawing, and that the NHDOT Construction Bureau will assist in refining this concept.

P. Walker asked the participants if there were any objections or questions about the proposed temporary impacts or the changes in permanent impacts. There were none.

Gino Infascelli asked for a copy of the contract breakout plan that P. Walker had used to re-orient the group to the project. P. Walker indicated that this plan is available on the project website (http://www.newington-dover.com/). This plan shows the entire project area, with the general location and sequence of construction.

Mark Kern asked about the status of the wetland mitigation package. P. Walker and Chris Waszczuk explained that in addition to the Tuttle Farm, the Department is continuing negotiations

to acquire 40-60 acres in the Black Brook area of Dover. In Newington, the Department had been continuing negotiations with the owners of the Watson Property. Unfortunately, those discussions have been unproductive and the Department has decided to terminate any further negotiations with these owners. Rather, the Department will be focusing on acquiring one or two parcels in the Knights Brook area.

In addition to the preservation elements of the mitigation package, P. Walker updated the group on the status of the Railway Brook restoration. Field work and conceptual design is proceeding. The goal is to have a 60% design plan set submitted to the resource agencies by the end of the year. Melissa Coppola asked to review the planting plan once it has been drafted. P. Walker indicated that it would be appropriate to have a review meeting on this aspect of the project in the near future. This meeting would provide an opportunity for the design team to receive early feedback on the concept plan. Marc Laurin will coordinate this meeting in the next month. (Note: Subsequently, Marc scheduled a special meeting held September 14, 2009.)

This project was previously reviewed on the following dates: 4/16/2003, 7/16/2003, 4/21/2004, 6/23/2004, 1/19/2005, 4/20/2005, 7/20/2005, 8/17/2005, 11/2/2005, 12/14/2005, 2/21/2006, 3/21/2007 & 10/15/2008.

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

This project involves widening Interstate 93 between Salem and Manchester. Marc Laurin briefly described a project proposed by the Town of Londonderry to replace a culvert on South Road. The Town has asked the Department to sign off on these impacts as they would require temporary impacts to the South Road preservation site acquired in association with the Salem-Manchester 10418C project. The Town previously received a wetlands permit to replace the culvert and will be reapplying as their permit has expired. M. Laurin handed out a plan that showed the impacts to the uplands, which were estimated to total ± 10,000 sq. ft. along the both sides of South Road. The proposed project involves replacing the existing 36-inch culvert with twin 48-inch culverts. Discussion ensued about the previous commitments made by the Department to provide a box culvert with a natural bottom to allow for fish & wildlife passage. Pete Stamnas stated that the Department would coordinate with the Town to ensure that the culvert is constructed to facilitate passage. There were no objections to the Department signing off on the proposed work assuming the Town obtains the necessary permits.

An update on the status of the Draft SEIS and mitigation status ensued. P. Stamnas stated that the Draft Supplemental EIS has been published and distributed. A Public Hearing has been scheduled for September 22, 2009 at 7 pm at the Derry Municipal Building. The DSEIS reaffirms the need for the project. The footprint of the project remains the same and the SEIS shows an overall improvement in the level of service at many of the secondary road intersections and as a result no additional design changes are required. Any deficient intersections would be the same as those in the FEIS, though a few were found to be slightly worse. These deficiencies will not be addressed through the I-93 project.

Lori Sommer asked if the proposed change in the Giovagnoli mitigation site was addressed in the DSEIS. P. Stamnas replied that it was not, as this proposal was made by the owners themselves. The property owners are presently putting together more information that will quantify to the

resource agencies whether it makes sense to swap the location. L. Sommer and Gino Infascelli discussed the strong objections to the Giovagnoli swap made by the Crystal Lake Association. The information requested by the resource agencies will be presented at next months' meeting for a resolution of the proposal.

Mark Kern asked about the amount of mitigation lands already preserved. P. Stamnas stated that about 80% of the sites have been acquired. There are approximately three sites left to be acquired. M. Laurin indicated that he will provide an updated mitigation matrix that lists the properties acquired and outstanding.

L. Sommer inquired about the status of the Source Water Protection Program Memorandum of Understanding with DES. P. Stamnas responded that it will be finalized in the future, most likely after a successful resolution of the SEIS. M. Kern asked where the funding for the Source Water Protection Program would come from. Jamie Sikora stated that funding for this commitment will be provided through a Federal earmark, which just need to be allocated.

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