

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: December 10, 2009

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Bob Landry
Cathy Goodmen
Jill Edelmann
Jon Evans
Joyce McKay
Kevin Nyhan
Marc Laurin
Matt Urban
Mike Dugas
Phil Miles

**US Fish and Wildlife
Service**

Maria Tur

NHDES

Gino Infascelli
Lori Sommer

NH Fish and Game

Carol Henderson
Cheri Patterson

Louis Berger Group

Judith Huston
Jason Gallant
Martin Bowers

CLD Engineers

Erin Clement
Mike Haley

VHB

Sally Gunn

**Federal Highway
Administration**

Jamie Sikora
Marc Dixon

NHDHR

Edna Feighner
Elizabeth Muzzey
Linda Wilson

**Tidewater Environmental
Planning**

Jamie Paine

Army Corps of Engineers

Rich Roach

Town of Campton

Kelly Bolger

Hoyle Tanner & Associates

Sean James

EPA

Mark Kern

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

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Salem, 14881 (Non Federal)	2
Salem, 15772 (Non Federal)	3
Merrimack, X-A000(353), 14413.....	5
Hampstead-Atkinson, X-A000(859), 15663	6
Derry, X-A000(897), 15690.....	7
Epping, X-A000(886), 15693	8
Laconia, X-A000(884), 15691	9
Weare, 14339 (Non Federal).....	9
Keene-Swanzey, STP-F-MGS-MI-T-0111(004), 10309	10
Campton, 12407 (Non Federal).....	11
Littleton, X-A000(298), 14307	12
Hampton-Hampton Falls, 13408B (Non Federal)	14

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

NOTES ON CONFERENCE:

Salem, 14881 (Non Federal)

The proposed project consists of the replacement of the municipal red list bridge that carries Emerson Way over Widow Harris Brook (Br. No. 114/108). An initial project review, including cultural resource involvement, was presented.

The Emerson Way Bridge consists of a cast-in-place concrete slab bridge supported on gravity abutments of dry-laid rubble. The wingwalls are constructed of a combination of dry-laid and partially-mortared rubble. The concrete slab clear span is approximately 8'-10"; however, the average channel width is approximately 6.65' due to a 4'-6" diameter concrete pipe culvert situated beneath the east abutment, partially within the hydraulic opening. There is approximately 4'-6" of vertical clearance from the streambed to the underside of the concrete slab. The resulting hydraulic opening is approximately 50 square feet.

The bridge is on the NHDOT Municipal Red List. The overall condition of this structure is poor due to the condition of the substructure. The stone abutments and wingwalls show signs of cracking and settling. Structural damage to the deck, abutments and the approaches has occurred due to past flooding events.

At present, the bridge is limited to one-way traffic by precast barriers at each curb line with an alternating stop condition at each approach. A 14-foot wide by 9 feet tall precast rigid frame is proposed with stone fill and natural streambed materials under the bridge. Sidewalk construction and approach work will also be included in this project. A spring 2010 construction period is anticipated.

Construction of the proposed structure is anticipated to require approximately 657 s.f. of permanent wetland impacts for slope stabilization and scour protection. An additional 930 s.f. of temporary wetland impacts will be necessary during construction. Approximately 109 s.f. of "new channel" will be added in place of the existing concrete pipe.

Berger attended a September 29, 2009 pre-application meeting with NHDES Wetlands Bureau Inspector Frank Richardson, to obtain input on the proposed project. Per this meeting, the Dredge and Fill application includes both the Emerson Way and North Main Street bridge projects. Both projects are considered "Major Impact" projects, as they are located within the 100-ft buffer of a prime wetland. The prime wetland boundary, (per the GIS data) is approximately coincidental with the delineated wetland areas, in the Emerson Way bridge vicinity.

A Salem Conservation Commission Public Meeting was held on December 2, 2009 where the proposed Dredge and Fill Permit application was approved. A NHDES public hearing is also required due to the above noted prime wetland buffer impacts. The Dredge and Fill Permit application is currently under review by NHDES.

The NH Natural Heritage Bureau (NHNHB) was contacted in 2006. At this time, several threatened or endangered species or exemplary natural communities were identified in proximity to the proposed project. The Eastern Pond Mussel (Located approximately 7 miles away), Swamp

White Oak Floodplain Forest, the Banded Starfish and the Hairy Stargrass were all identified in proximity to the proposed project. Further consultation with the NHNHB in 2009 indicated that although these species were identified in proximity to the project area, an adverse impact to these species was not anticipated in association with the proposed project.

An NHDOT Environmental Review is also being prepared by Berger for this non-Federal project.

Rich Roach indicated that he had concerns with the potential downstream flood impacts. He asked if there would be an increase in flood elevations (upstream or downstream) as a result of the project. Berger indicated that the overall size of the structure's opening would increase and therefore the potential for flooding at the structure would decrease. R. Roach indicated that Berger still need to demonstrate that the proposed project would not increase the potential for downstream flooding .

Cultural Resources:

Berger highlighted the potential cultural resources of concern; the stone abutments and the concrete pipe. The age and origin of the pipe are not known. Berger indicated that there had been no development in the area until the 1950s or 1960s. NHDHR requested that in the future Berger use the updated (9/2009) Request for Project Review (RPR) form. Edna Feighner indicated that undisturbed areas surrounding the proposed structure could potentially contain archaeological deposits. Any potential stormwater treatment areas would need to be investigated for potential archaeological deposits. NHDHR also indicated that Berger needs to submit a "culvert form", as this structure is not currently included in the NHDHR/NHDOT historic culvert inventory.

(NHB #09-2009). This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Salem, 15772 (Non Federal)

The proposed project consist of the replacement of the bridge that carries North Main Street over Widow Harris Brook (Br. No. 115/115). An initial project review, including cultural resource involvement, was presented.

The North Main Street Bridge consists of a masonry stone arch and a reinforced concrete arch culvert. The upstream wingwalls are partially-mortared rubble and the downstream wingwalls are reinforced concrete. The original stone arch structure was constructed in 1900 and the reinforced concrete portion of the structure was added in 1930 to facilitate a wider roadway. The clear span of the stone and reinforced concrete arch culvert is approximately 10 feet. There is approximately 7 ½ feet of vertical clearance from the streambed to the high point of the arch culvert. The resulting hydraulic opening is approximately 62 square feet.

The overall condition of this structure is poor due to the condition of the arch culvert. The concrete bridge rail is deteriorated and is protected from traffic by a temporary concrete barrier system. The structure also lacks energy-absorbing transitions at the ends of the bridge rail. Structural damage to the roadway and culvert has occurred due to past flooding, including the fall 2005 and spring 2006 events. After the spring 2006 floods, interim repairs were performed on this

structure to fix sinkholes that developed from water washing roadway base fines through the structure.

Presently the bridge is open to two-way traffic but due to the installation of a temporary concrete barrier system, the roadway has been restricted to a width of approximately 24'-5". A 15 ½ foot by 10 ½ foot structure with 2 feet of stone fill and natural materials under the bridge is proposed. A spring 2010 construction period is anticipated.

Construction of the proposed structure is anticipated to require approximately 759 s.f. of permanent wetland impacts for slope stabilization and scour protection. An additional 1,087 s.f. of temporary wetland impacts will be necessary during construction. Approximately 244 s.f. of "new channel" will also be developed within the proposed structure.

Berger attended a September 29, 2009 pre-application meeting with NHDES Wetlands Bureau Inspector Frank Richardson, to obtain input on the proposed project. Per this meeting, the Dredge and Fill application includes both the Emerson Way and North Main Street bridge projects. Both projects are considered "Major Impact" projects, as they are located within the 100-ft buffer of a prime wetland. The prime wetland boundary, (per the GIS data) is approximately coincidental with the delineated wetland areas, in the North Main Street bridge vicinity.

A Salem Conservation Commission Public Meeting was held on December 2, 2009 where the proposed Dredge and Fill Permit application was approved. A NHDES public hearing is also required due to the above noted prime wetland buffer impacts. The Dredge and Fill Permit application is currently under review at NHDES.

The NH Natural Heritage Bureau (NHNHB) was recently contacted and indicated that although threatened or endangered species were identified in the vicinity of the project area, an adverse impact to these species was not anticipated.

An NHDOT Environmental Review is also being prepared by Berger for this non-Federal project.

Rich Roach indicated that he was concerned with potential downstream floodplain impacts. He asked that the Berger ensure that the project meets the requirements of Executive Order 11988.

Cultural Resources:

R. Roach, asked if the bridge was a National Register eligible historic structure. Burger indicated that they were unsure of the potential eligibility of this structure. They also indicated that the structure has been disturbed through its widening in 1930. Berger indicated that a review of the historic maps of the location did not indicate the past presence of any mills or other water-powered industry at this location. Edna Feighner indicated that undisturbed areas surrounding the proposed structure could potentially contain archaeological deposits. Any intrusions into previously undisturbed areas would need to be investigated for potential archaeological deposits. NHDHR also indicated that Berger needs to submit a "culvert form", as this structure is not currently included in the NHDHR/NHDOT historic culvert inventory.

(NHB #09-2283). This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Merrimack, X-A000(353), 14413

Michael Haley of CLD Consulting Engineers, Inc., presented the project on behalf of the Town of Merrimack. The intent of the project is to improve the overall safety of motorists and pedestrians along the D.W. Highway (US Route 3) through the installation of a five-foot wide bituminous asphalt sidewalk with granite curbing along the east and west sides of the D.W. Highway. The project extends from the recently completed Connell's Shopping Plaza entrance to the Chamberlain Bridge in the Town of Merrimack. The total length of the project is approximately 1,050 feet.

Currently, all areas adjacent to the project limits are residential or commercial lots. A portion of the east side of the D.W. Highway at the southern limit of the project is open space and is planned to be a Town owned park. Previous land use and disturbances at this site included a furniture factory, a shoe factory, a tannery, and most recently Hacros Chemical.

The project will require re-grading the roadway side slopes and re-aligning the drainage swales to accommodate the sidewalk. The project does not require a wetland permit. Although no work is proposed on the banks of the Souhegan River, a shoreland permit will be required for work within the 250-foot buffer of the Souhegan River. M. Haley also noted that the Souhegan River is impaired for e coli and aluminum near the project area.

No private structures are proposed to be affected by the project. The majority of work is within the existing right-of-way. Areas where work will be performed outside the right-of-way are for grading purposes and temporary construction easements will be acquired.

Some minor excavation work will be associated with the project. Excavation for curbing and sidewalk will be approximately 1.5 feet below the existing surface to provide appropriate bedding depth.

A number of new catch basins have been proposed along the new curblines. Catch basin installation will include excavation 2 feet outside the structure, to an approximate average depth of 6 feet. Drainage pipe will be installed to connect catch basins. Also, there are a few locations along the project length where existing drainage manholes will be uncovered to provide access for tying in new drainage pipes. Currently, the existing drainage system outlets, untreated, near Chamberlain Bridge. As part of the sidewalk project, stormwater treatment may be installed at this location to treat any additional flows caused by the proposed project.

CLD provided packets of requested information in the Request for Project Review to all members of the Cultural Resources review committee.

Edna Feighner asked about plans for stormwater runoff. M. Haley explained that the existing drainage system outlets, untreated, near Chamberlain Bridge. The proposed project plans to use the existing system as much as possible. Treatment may need to be provided for the additional flows caused by the project. E. Feighner noted that an archaeological review may be necessary depending on where the treatment measures are proposed. M. Haley indicated that an initial archaeological study has been completed, which indicated that the area near the bridge may be archaeologically

sensitive area. E. Feighner would like to review design plans once the drainage design has been further developed.

E. Feighner asked for clarification on the sidewalk that loops away from the roadway. M. Haley explained that as part of the TE project, the design incorporates the sidewalk layout from the Park conceptual plan. E. Feighner asked if the sidewalk was proposed to be outside of the fenced-in area. M. Haley indicated that this was correct.

Linda Wilson asked about the retaining wall near the insurance company (Gagne & Dager Insurance, 442 DWH). She noted it appeared to be modern in the photos provided. M. Haley explained that there were no plans to impact the wall; the sidewalk would abut the wall. M. Haley noted that in front of Buckley's Steakhouse (438 DWH), granite back curb against the back of the sidewalk would be installed to avoid additional grading impacts to the Buckley's property.

M. Haley asked for input from NHDES on if a waiver or variance would be appropriate given the minimal shoreland impacts. NHDES said no, a normal Shoreland Permit should be completed, and since the project appeared to be basic, permitting should be straightforward. M. Haley asked about review time, NHDES said review time is currently 3 weeks.

Kevin Nyhan asked if the project will still advertise in mid-February 2010. M. Haley responded yes.

CLD will need to forward plans to NHDHR for review before the environmental process can be completed. Assuming there are no archaeological concerns, the project will qualify for classification as a Programmatic Categorical Exclusion.

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

Hampstead-Atkinson, X-A000(859), 15663

Matt Urban gave a brief overview of the project. The project is located at the intersection of NH Route 111/West Road/Island Pond Road in the Towns of Hampstead and Atkinson. The project has been included in the Department's Highway Safety Improvement Program (HSIP). The intent of the proposed project is to improve the safety of the subject intersection through the installation of traffic signals and the addition of left and right turn lanes onto Island Pond Road from NH Route 111. The roadway approaches will also be reconstructed a distance of approximately 800 ft. The existing roadway consists of 12-foot travel lanes and 6-foot shoulders. There is one building located adjacent to the intersection, a nursery that was constructed post 2005 as evident in the 2005 aerial imagery. The project is not expected to require any ROW acquisition. There are a few nearby wetlands that are not anticipated to be impacted by the proposed work. The Department would like to advertise and begin construction in 2010.

Rich Roach asked if there were any wetlands that would be impacted and Michael Dugas confirmed again that it is not anticipated that there will be any wetland impacts despite the proximity of the stream adjacent to the nursery.

Joyce McKay inquired about any changes to drainage. M. Dugas indicated that the intent was to utilize the existing drainage system. M. Dugas noted that as part of the nearby Dunkin Donuts did construct a drainage system that outlets near the intersection.

There were no concerns expressed by the Agencies and SHPO agreed that this project would qualify for a No Historic Property Affected Memo.

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

Derry, X-A000(897), 15690

Cathy Goodmen and Mike Dugas began by giving a brief overview of the project. The project is located at the intersection of NH Route 28, Kilrea Road and Windham Depot Road in Derry. The project has been included in the Department's Highway Safety Improvement Program (HSIP). The intent of the proposed project is to improve the safety and efficiency of the subject intersection. . Heavy traffic volume on NH Route 28, particularly during commuter hours, has resulted in long delays for vehicles entering NH Route 28. The poor functionality of the intersection and the lack of turn lanes have lead to numerous crashes. Preliminary design plans are still under development, however it is anticipated that improvements will consist of the installation of traffic signals and the addition of left and right turn lanes onto Kilrea Road and Windham Depot Road from NH Route 28. The roadway approaches to the intersection will also be reconstructed a distance of approximately 1,000 feet. Roadway widening of approximately 12 feet would be necessary to accommodate for the installation of turn lanes.

There are wetlands along the edge of NH Route 28 (Ezekiel Pond and smaller areas) that may be impacted by the proposed widening. There is an at grade rail trail (located on Town owned conservation land) that crosses NH Route 28 next to the intersection. A NHNHBB search as indicated that there are no known occurrences of any threatened or endangered species or exemplary natural communities in this location.

There is a house on the northeast corner of the intersection that is potentially eligible for the National Register of Historic Places. This structure is very close to the road and design plans will make every attempt to avoid impacts to the property.

Jamie Sikora asked if the rail line was active. M. Dugas stated that it is abandoned and is now a trail. C. Goodmen indicated that the line goes to Windham Depot. Beth Muzzey indicated that she did not believe this was the abandoned Manchester-Lawrence Railroad and suggested that more research be put into determining which line this was. Jamie Sikora noted that assuming the historic impacts remained minimal, the project would probably be given a No Adverse Effect determination and would therefore qualify for a de minimis 4(f) finding.

A search of the impaired waters in the area indicated that Ezekiel Pond is impaired only for mercury, which is an airborne contaminant and therefore is not a traffic related impairment.

Gino Infascelli noted that the developer of a nearby residential subdivision had received several permits for work in this area and was required to develop mitigation for the work. He asked that the Department determine if this mitigation was ever completed.

B. Muzzey asked for pictures of the modern building in the area. Cathy noted that she will get them to her. B. Muzzey also noted that if there are impacts to the historic property, an Individual Inventory form would need to be completed. Edna Feighner noted that there are probably no archaeological resources in the project area.

(NHB #09-1393) This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Epping, X-A000(886), 15693

Cathy Goodmen began by giving a brief overview of the project. This project consists of two parts. Part One is located at the intersection of NH Route 125 and NH Route 27. Currently there is a large volume of traffic heading north and south on NH Route 125 and there have been many rear end collisions, which are congestion-related. There are no design plans yet, but it is proposed that a second northbound and southbound through lane be created on NH 125. The width needed for the new lanes will be achieved by narrowing the existing shoulders and eliminating the existing raised median. This design will avoid the need to widen the NH 125 Bridge over the Lamprey River. Work would extend 1,000 feet north and south of the intersection. As there will be no work beyond the existing pavement, there should be no impacts to any natural or cultural resources.

There are potentially historic properties on NH Route 27 near the intersection. Roadwork is not anticipated to extend onto these properties. If design changes result in potential impacts to these properties, additional historic documentation may be needed. Beth Muzzey suggested the Department check to see if historic surveys have already been prepared for these properties.

Part Two would entail extending the additional through lanes created within Part One approximately 1,000 feet south to match into the existing five-lane section of NH 125 south of Railroad Avenue built by the Epping Crossing development. This segment of the project would most likely require some road widening. The roadway is mostly abuts commercial properties, but there are two residences that would have to be surveyed, if impacted, to determine if they are eligible for listing in the National Register.

When plans are developed, this project will be reviewed with the resource agencies again.

Rich Roach asked that the Department to coordinate with Jamie Fosburg at the National Park Service since the project is adjacent to the Lamprey River, which is a part of the Federal Wild and Scenic River Program.

Edna Feighner noted that if there were widening and additional drainage construction outside the limits shown today, archaeological testing may be necessary.

(NHB #09-1392). This project has not been previously discussed at a Monthly Natural Resource Agency Coordination Meeting.

Laconia, X-A000(884), 15691

This project involves the reconstruction of the US Route 3 and NH Route 11B intersection in Laconia. Jon Evans began by describing the existing intersection which consists of several traffic islands and uncommon approaches. The intersections abnormal layout makes it accident-prone, incapable of handling summer traffic demands and unable to adequately accommodate pedestrian passage.

J. Evans indicated that the proposed project was identified as a candidate for safety improvements through the Highway Safety Improvement Program (HSIP). The City of Laconia has also been pursuing improvements at this intersection for several years. The preferred alternative consists of constructing a roundabout, realigning the intersection approaches as well as expanding and updating the existing drainage system. He indicated that the existing stone arch bridge to the west of the subject intersection would not be impacted, with the exception of some minor resurfacing and re-grading of the eastern approach in order to tie it in with the proposed roundabout. He also indicated that some strip acquisitions or easements would likely be necessary along the southwestern and southeastern quadrants of the intersection.

J. Evans indicated that the drainage requirements still needed to be determined. He indicated that a potential outlet and treatment location was to the northwest of the intersection between the miniature golf business and the Lake Winnepesaukee channel. He noted that this location contained the only wetlands within the project area. Once the Department had determined the drainage needs and wetland impacts the project will be reviewed again with the resource agencies.

Lori Sommer indicated that the Department should check to make sure there are no impaired waters in proximity to the project area. It was also recommended that water treatment be provided.

No additional concerns associated with the proposed project were expressed.

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

Weare, 14339 (Non Federal)

Jamie Paine of Tidewater Environmental Planning, LLC presented the project to the group. As part of a municipally-managed NHDOT Bridge Aid Project, the Town of Weare proposes to replace the Peaslee Road Bridge (State Bridge No. 125/141) over the Piscataquog River. The existing structure, built in 1940, is a single span beam girder bridge, with a cast-in-place concrete deck. The single lane bridge is 63 feet (ft) in length and 17.8 ft wide, 15 ft curb to curb.

There is currently a problem with roadway flooding on a regular during large storms. The subject bridge was substantially flooded during May 2006 storm events. The bridge, transition, and end

approach rails are all substandard. The overall condition of the existing bridge warrants complete replacement of the structure at this time.

The proposed design for the project will maintain the same horizontal roadway alignment and allow for two lanes (24 ft curb-to-curb as recommended by NHDOT). The proposed typical is approximately 29 ft wide between the tops of side slopes (24 ft road plus 2 x 2.5 ft wide guardrail panels). The proposed clear span of the bridge is currently estimated to be approximately 100 ft, placing the abutments on the outermost banks of the river. If the proposed span stays at 100 ft in length, the proposed bridge is expected to be a steel plate girder bridge with a concrete deck. If the proposed span were ultimately reduced to 90 ft or less, the recommended structure type would be either a rolled beam bridge with a concrete deck or a precast concrete butted box beam bridge.

In addition, the road will be raised in some areas up to five or six feet to minimize flooding. This work would provide 1.5 to 1 stone slopes on the sides of the road to minimize impacts. Several mature trees will need to be removed along the project corridor. Side slopes, 2:1 and flatter, will be re-vegetated. Impacts within NHWB and/or ACOE jurisdiction are estimated to be the following: permanent river bank impacts – 189 sq ft; permanent wetlands impacts – 1,150 sq ft; and temporary impacts – 775 sq ft. Total shoreline impacts are estimated to be 113 ft in length. It was noted the project is located in proximity to a NHDES Designated River and will be coordinated with the Local Advisory Committee.

A final location for a temporary bridge has not been selected. The preference however, is expected to be the downstream side as it would have less wetlands impacts. The temporary bridge profile will probably be designed so that it falls somewhere between the existing and proposed profile of the permanent road to minimize grade differentials when traffic is switched from one to the other.

Richard Roach stated that the project must comply with Executive Order 11988, not worsen a flooding situation. He stated that the project qualifies for the ACOE's State Programmatic General Permit Program, but a discussion of the project's compliance with Executive Order 11988 must be included in the project's environmental document. J. Paine indicated that as the project is a flood remediation effort, it is expected to comply with Executive Order 11988. The requested discussion will be included within the project's environmental document.

Carol Henderson asked whether there were any NH Natural Heritage Bureau hits within the project area. J. Paine indicated that the NH Natural Heritage Bureau has determined that the project would not affect any sensitive plants or animals.

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

Keene-Swanzey, STP-F-MGS-MI-T-0111(004), 10309

This project involves upgrades to NH Route 101 and NH Route 9/10/12. A discussion of the potential sale of a portion of the old NH Route 10 Bypass mitigation area (Buffum property – 8 acres) was presented. Marc Laurin provided handouts of the property in question and its location within the ±89 acres of preservation lands (the NH Route 10 Bypass ROW mitigation area). The

Buffums are the original owners and would like to re-purchase the property since the Bypass concept is no longer viable. The Department is proposing to transfer the property with covenants and deed restrictions that would ensure the land would remain in a natural undeveloped state.

Mark Kern inquired about the use of the property adjacent to the parcel. M. Laurin replied that the Buffum's operate a junk yard/recycling center and a new Market Basket is being constructed adjacent to the property. Rich Roach, Lori Sommer and M. Kern all expressed concerns with enforcement of the deed restrictions and would prefer that an easement be placed on the parcel when it is transferred. L. Sommer asked that DES hold an executory interest in the easement.

Bob Landry agreed that the Department would place an easement on the property as a condition of the sale. Ultimately, a conservation easement would be placed over the entire NH Route 10 Bypass preservation area that would be held by a conservation agency or group, such as the Keene Conservation Commission. The Buffum property easement would be transferred to this entity as part of this package.

It was agreed that the Department will bring the project back to the Natural Resource Agency Coordination Meeting once further design details have been developed.

(DES Wetland # 2000-00328) (ACOE # 1994-00339) (NHB # 91-4518.02). This project was previously reviewed on the following dates: 6/24/1994, 3/23/1995, 2/22/1996, 11/14/1996, 4/16/1997, 7/16/1997, 9/24/1997, 10/18/2000, 5/16/2001, 10/15/2003, [6/21/2006](#) & 10/29/2009.

Campton, 12407 (Non Federal)

This project was presented by Sean James of Hoyle, Tanner & Associates, Inc. The proposed project consists of the rehabilitation of the red list bridge that carries Blair Road over Pemigewasset River (Br. No. 117/076). All ground disturbances are expected to be within the right-of-way and within 150' of the ends of the bridge. The study phase of the project is being funded through the NHDOT Municipal Bridge Aid Program. A funding application through the National Historic Covered Bridge Preservation Program is pending.

The exact scope of the rehabilitation is still being determined but will likely include the following major work items.

- Replacement of the existing metal roof with a new standing seam metal roof.
- Replacement of rotted purlins, rafters and upper bracing.
- Addition of wood reinforcement at rafter bearing.
- Realignment of the truss and replacement or repair of rotted / broken members.
- Installation of temporary shoring which may potentially be within the river.
- Replacement of siding with potentially smaller windows.
- Replacement of the deck and select floor beams. Floor beams at verticals will be retained.
- Replacement of arch rods and installation of new needle beams.
- Adding bottom lateral bracing.
- Installation of lighting and fire protection.

- Reconstruction of wingwalls and repairs to the stone abutments and concrete.
- Installation of stone fill around east abutment and steel sheeting around the pier.
 - A NHDES Standard Dredge and Fill and Comprehensive Shoreland Protection Permit will be required.
 - The Pemigewasset River is a NH Designated River and therefore the project will be coordinated with the local advisory committee.

The Natural Heritage Bureau has been contacted and has indicated that there are no known occurrences of threatened or endangered species at or near the project site.

The majority of the in stream work will be associated with the installation of stone fill and sheeting around the pier. Borings were conducted at the pier and abutments, which showed the pier is founded on at least 5 feet of cribbing and then potentially 2 feet of sand on top of ledge.

Gino Infascelli asked if there was work planned at the abutments. S. James replied that most of the proposed abutment work involves reconstruction of the top portions of the abutments with some minor repairs to the stems.

Carol Henderson asked how much wood replacement would take place and if pressure treated wood would be used. She indicated that she was concerned with potential leaching of chemicals into the River from the use of pressure treated wood materials. S. James replied that the entire deck and approximately 2/3 of the floor beams will be replaced. Untreated White Oak will be used for the deck. The only pressure treated wood proposed for the project is the bed timbers at the pier and abutments.

G. Infascelli asked what kind of fire protection is being proposed. He recalled that there is a dry hydrant at the southwest corner of the bridge. S. James indicated that a fire retardant coating, protectowire and sprinkler system were included in the draft engineering study, however Town input has not been received on this issue.

Rich Roach concluded that the project would qualify for coverage under the NH Programmatic General Permit.

No further action or meetings were requested by the Committee.

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

Littleton, X-A000(298), 14307

This municipally managed project was presented by Sally Gunn of Vanasse Hangen Brustlin, Inc. The project involves the replacement of the Redington Street Bridge over the Ammonoosuc River. The new bridge will be built in approximately the same location as the existing bridge and will be closed during construction (no temporary bridge). There will be limited roadway approach improvements. The existing bridge is 124 feet long and the proposed structure will be 147 feet

long. The new abutments will be constructed behind the existing ones to minimize disturbance to the river. The existing bridge is a red-listed, 1928 truss bridge, which is posted for 10 tons. The intersection to the south has poor roadway geometry. The project area is developed with residences, basketball and tennis courts and commercial/industrial uses.

Project plans are being developed and final impacts to the river and wetlands have not yet been calculated. The overall project area is approximately 0.82 acres.

The wetlands, top of bank and ordinary high water were delineated along the Ammonoosuc River in the vicinity of the Redington Street Bridge project area. There is a scrub-shrub wetland located adjacent to the southern bank of the Ammonoosuc River. Hydrology is provided by a 24-inch pipe that discharges stormwater runoff directly into the wetland on the south bank, just west of the existing Redington Street Bridge. It is anticipated that this wetland will be impacted by this project. It is anticipated that this project will require a Dredge and Fill Permit as well as a Shoreland Permit.

The watershed for the Redington Street Bridge over the Ammonoosuc River is 75,665 acres. The USGS monitors water statistics at the Ammonoosuc River downstream of the project area at Bethlehem Junction (USGS 01134500). This reach of the Ammonoosuc is an impaired waterway. The impairment and any potential impacts will be further evaluated as the project progresses. This section of the Ammonoosuc River is also a Designated River.

Residents in this portion of Littleton receive their water from the Littleton Water & Light Co. There are no impacts to wells or groundwater resources anticipated.

The FEMA Flood Insurance Rate Maps indicate that the project area is located within Zone AE, i.e., 1-percent-annual-chance floodplains. The existing and proposed bridges pass the 50- and 100-year recurrence interval flood events.

A review of the soil designations in the area indicated that the entire property along the northern side of the river and a strip of property along Highland Avenue just south of the project area are classified as farmland of local importance. These lands do not qualify for protection under the Farmland Protection Policy Act, as they are located within an urbanized area and the land is already developed for uses other than agriculture.

NH Natural Heritage Bureau database indicated no recorded occurrences of sensitive species in the project area. # NHB09-2614, 12/9/09-12/9/10. The New Hampshire Fish and Game's Wildlife Action Plan shows that there are no designated habitats in the immediate project area.

Carol Henderson asked if there would be work to improve the intersection of Highland Avenue and Brook Street. S. Gunn stated that this area was outside the scope of this bridge project.

Lori Summer asked if there are any existing drainage issues that would be addressed as part of this project. S. Gunn stated there are not and that upon completion of the proposed project the drainage conditions would be similar to those which exist today.

Rich Roach stated this project would qualify for coverage under the NH Programmatic General Permit.

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

Hampton-Hampton Falls, 13408B (Non Federal)

Kevin Nyhan discussed this project. This project involves replacing the bridge that carries Interstate 95 over the Taylor River, between Hampton and Hampton Falls. In addition, the Department is engaged in a feasibility study to determine the appropriate treatment of an associated dam, overflow culvert and fish ladder. On November 10, 2009 a Public Informational meeting was held for this project. The Department and project partners presented the draft Feasibility Study and received input from the public. As requested at last month's meeting, the reason for the meeting today was to solicit input on the draft Feasibility Study from the agencies in attendance. After brief discussion, it was agreed that the Department would receive input on the study until December 16th. Mark Kern indicated that he had no comment on the Feasibility Study.

This project was previously reviewed on the following dates: [12/19/2007](#), [1/16/2008](#), [2/20/2008](#), [3/19/2008](#), [8/18/2009](#) & 10/29/2009.