



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

December 30, 2013

Patrick Bauer
Division Administrator
Federal Highway Administration
J.C. Cleveland Federal Building
53 Pleasant Street, Suite 2200
Concord, New Hampshire 03301

Dear Mr. Bauer:

Re: Project Classification

The project noted below is submitted for your concurrence in its environmental classification. Environmental documentation is enclosed for your review.

PROJECT

RECOMMENDED CLASSIFICATION

Belmont, X-A001(183), 16203
(NH Route 106/Seavey Road intersection improvements)

CLASS II

This project requires a public hearing in accordance with the Department's *Public Involvement Procedures for New Hampshire Transportation Improvement Projects*. A hearing is scheduled for February 8, 2014. This project should qualify for the *Programmatic Wetlands Finding*.

Very truly yours,

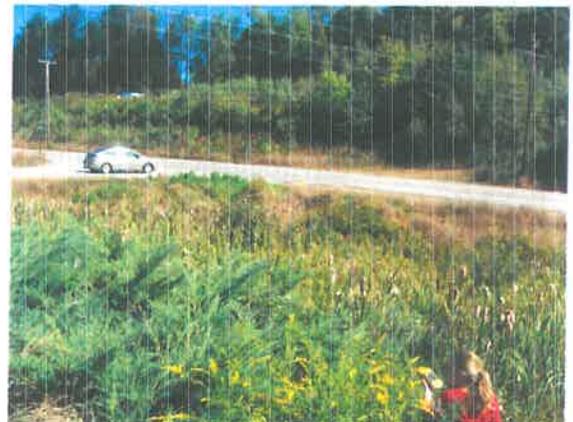
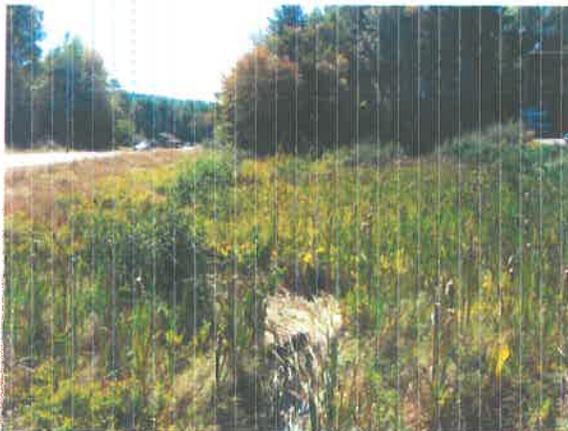
Kevin T. Nyhan
Administrator
Bureau of Environment
Room 160 - Tel. 271-3226

KTN:ktn
Encl.

c.c. J. Sikora, via E-mail
B. Cass, via E-mail
W. Oldenburg, via E-mail
M. Urban, via E-mail

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**Belmont
16203
X-A001 (183)**



**Draft
*Environmental Study***

December 2013

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Introduction

In accordance with the National Environmental Policy Act of 1969 (42 USC 4332(2)(c)) as implemented in 23 CFR 771.117(d)(1) this environmental study has been prepared using a systematic, interdisciplinary approach to assess the engineering considerations and environmental effects of this Categorical Exclusion project.

Existing Conditions

The proposed project is located at the intersection of NH Route 106 and Seavey Rd. in the Town of Belmont. The project begins at a point in the travel way of NH Route 106 750 feet south of the intersection of Seavey Road and continues northerly along NH Route 106 approximately 850 feet.

NH Route 106 is a Rural Major Arterial providing access to the Lakes Region from the greater Concord area. In the vicinity of the project NH Route 106 consists of two 12' travel lanes with approximately 6 foot shoulders. The alignment thru the intersection is a long tangent. The profile consists of a steep 5.7% grade approaching from the south with a flat grade of .5% after the intersection with Seavey Road.

Seavey Road is a rural local road consisting of two 11 foot lanes with no shoulders. The alignment of Seavey Road intersects NH Route 106 at a 90 degree angle with a short a tangent into a short 200' radius curve. The profile for Seavey Road is a short platform with a 7.7% steep grade. Traffic control consists of a stop sign at NH Route 106.

Drainage for NH Route 106 consists of sheet flow off of the pavement to a natural drainage area to the west and a series of cross culverts to the east. Stormwater flows to the cross culverts by way of a shallow ditch at the toe of the existing steep slope. Drainage for Seavey road is sheet flow into a shallow ditch to the south and an open gravel parking lot to the north. A 36" culvert under Seavey Road is less than 50 feet from NH Route 106 and carries an unnamed stream. An existing catch basin at the edge of NH Route 106 on Seavey Road is covered with asphalt.

Purpose

The purpose of the proposed project is to address safety concerns identified through the Highway Safety Improvement Program (HSIP) at the intersection of NH Route 106 and Seavey Road in the Town of Belmont.

Need

This project was identified as a high accident location by the Highway Safety Improvement Program (HSIP) Transparency Report. The Federal Highway funding law, known by its acronym of SAFETEA-LU, established the Highway Safety Improvement Program (HSIP) to address the number of fatalities and serious injuries occurring on the nation's highways. New Hampshire receives \$5.5

million per year in HSIP funding to implement modest safety improvements in locations where crash data indicates safety deficiencies exist. The FHWA requires each state to compile an annual “5% Report” identifying the State’s most severe safety needs. The NHDOT developed its “5% Report” and identified locations (both intersections and road segments) with the highest number or rate of crashes. This location is one of 30 that have been identified from the 5% Report.

Through crash records provided by the Town of Belmont and the NH Department of Safety, this intersection was identified as a candidate for improvements through the Highway Safety Improvement Program (HSIP). NH Route 106 experiences heavy peak hour traffic volumes making turns at this intersection hazardous, whereby warranting the projects need.

Proposed Action

The proposed action consists of widening the intersection of NH Route 106 and Seavey Rd. for additional capacity and safety improvements at the intersection. The Department will be adding a north bound left turn lane off of NH Route 106 onto Seavey Rd. and a southbound right turn lane onto Seavey Road. In order to achieve this turning lane configuration the Department will need to widen the slopes of the existing roadway and relocate some existing utility poles while also improving the existing drainage.

Alternatives to the Proposal

No-Build Alternative

The “No-Build” alternative was not selected, as it does not address the existing intersection deficiencies and associated safety concerns. Furthermore, the environmental impacts associated with the proposed action are not of a magnitude to warrant the selection of the “No-Build” alternative.

Northbound Bypass Shoulder and Traffic Signals

The bypass shoulder option was evaluated for the northbound left turns. This option did not address the volume of southbound right turns and was not pursued.

Signals / No Turning Lanes Alternative

The “Signals with no Turning Lanes” alternative does not address the existing intersection deficiencies. The proposed signals would alleviate some of the collisions at this intersection. However, congestion would likely occur due to inadequate turning lane availability. Cars anticipating through lanes may still rear end vehicles waiting for a safe opportunity to execute a turn. For these reasons this alternative was not selected.

Evaluation of Environmental Effects

The effects of the project relative to the following social, economic, natural and cultural resources/issues have been reviewed. Resources/issues, which are not discussed in the body of the report, were investigated, however no impacts were evident. As such, these resources/issues are omitted from discussion in this environmental documentation. The resources and issues deemed applicable for this project are indicated in bold type in the table below.

	<u>Social/ Economic</u>	<u>Natural</u>	<u>Cultural</u>
Safety	Farmlands	Water Quality	Historical
Transportation Patterns	Community Services	Stormwater Mgt.	Archaeological
Air Quality	Energy Needs	Wetlands	Stonewalls
Noise	Utilities	Surface Waters	Aesthetics
Displacements	Environmental Justice	Groundwater	
Hazardous Materials		Floodplains	
Neighborhoods		Wildlife	
Business Impacts		Fisheries	
Land Acquisition		Endangered Species	
Land Use		Natural Communities	
Tax Base		Wild & Scenic Rivers	
Recreation		Stream Rechannalization	
Public Lands		NH Designated Rivers	
Construction Impacts		Forest Lands	
		Coastal Zone	

Safety / Transportation Patterns/ Community Services

As previously stated there are crash records that have been provided by the Town of Belmont and the NH Department of Safety. This intersection was identified as a candidate for improvements through the Highway Safety Improvement Program (HSIP) as NH Route 106 experiences heavy peak hour traffic volumes making intersection turns hazardous.

This section of NH Route 106 is a highly traveled road experiencing average daily traffic of 13,060. There were a total of 9 accidents between January 2002 and December 2010.

The current speed for NH Route 106 is posted at 50 mph. The Department is proposing not change to this speed limit.

Land Acquisition / Business Impacts/ Land Use /Tax Base

The Departments anticipates a permanent slope easement on the eastern side of NH Route 106 in addition to a slope easement on parcel 6 due to the 2:1 fill slope associated with the right turn shoulder. There will also be a permanent easement to Parcel 2 on the south eastern side of 106 to accommodate drainage improvements. All other work is located within the existing Right-of-Way.

Should the scope of work change to go out of the existing ROW and/or the acquired easement areas the Contractor is responsible for contacting the Bureau of Environment to determine if further environmental documentation and/or permitting are required.

No private property or business will be impacted as a result of the proposed project. Two businesses are located off of Seavey Road, Barnyard Classics, a used car dealership, and Belknap Repair Services, an auto garage/used car dealership. Access to both businesses will be maintained throughout the duration of the project. The project will not result in any changes to the Land Use or Tax Base of either community.

Air Quality

This project involves safety improvements to the NH Route 106/Seavey Rd. intersection in Belmont. The proposed improvements involve the installation of turning lanes on NH Route 106.

Pursuant to the Clean Air Act Amendments (CAAA) of 1990, this project was examined for potential impacts to local and regional air quality. The proposed project is located within an area of the State that is in attainment with respect to the National Ambient Air Quality Standards (NAAQS) for ozone and all other transportation related criteria pollutants (CO, NOx, VOCs, PM10 and PM2.5). The project has been included in the *Statewide Transportation Improvement Program (STIP) 2011-2014* approved January 18, 2011 and amended March 2, 2012, under the Statewide Highway Safety Improvement Program. The proposed effort is not considered a "Regionally Significant Project" as defined in the final Transportation Conformity rules (40 CFR 93.101) or in those rules adopted by the New Hampshire Department of Environmental Services in accordance with the interagency consultation provisions required by 40 CFR 93.105.

Although the project involves modifications to the existing intersection, when completed, the project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative or contribute to violations of the NAAQS. Consequently, this project is exempt from the conformity requirements of the CAAA.

For the above noted reasons, the Federal Highway Administration (FHWA) has determined that this project will generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. Consequently, this effort is exempt from analysis for MSAT. Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends, conducted by the FHWA using EPA's MOBILE6.2 model, forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050, while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the MSAT background level as well as the possibility of even minor MSAT emissions from this project.

Though exempt from the conformity requirements of the CAAA, the National Environmental Policy Act (NEPA) requires consideration of the project's impact on air quality. Of the NAAQS pollutants of concern in New Hampshire, only CO can generally be addressed at the project level. The proposed project does not involve any substantial changes to the existing traffic patterns and vehicle movements

for vehicles traveling along NH Route 106 as well as Seavey Rd. As a result, it can be concluded that this project will not have an adverse impact on air quality. No further air quality review is warranted.

Noise

The NH Department of Transportation's *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I Highway Projects* (Noise Policy) provides guidelines for assessing noise impacts and determining the need, feasibility, and reasonableness of noise abatement measures for proposed Type I highway construction and improvement projects. As this project does not involve the construction of a new highway, the addition of through traffic lanes or substantial alterations to the vertical or horizontal alignment of the existing roadway, the subject project is not a Type I highway project. Since this project is not a Type I highway project a noise impact assessment is not necessary.

The proposed project is not expected to result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in noise impacts. As a result, this project is not expected to cause a noticeable change in noise levels once construction is completed.

Environmental Justice

The Department conducted an Environmental Justice (EJ) analysis in June of 2011. The results of that analysis revealed that there are two elderly housing establishments located nearby. The two elderly establishments are Great Brooks Village and Belmont Senior Center. Special considerations and outreach recommendations that were made included pedestrian accessibility and coordination with all known agencies and subsidized housing units serving the elderly to make them aware of the project (Exhibit 3).

Utilities

The following utilities have been identified in the Town of Belmont:

Metrocast Cabelvison	- Aerial
NH optical Systems	- Aerial
National Grid (gas)	- Underground
NH Electric Cooperative	- Aerial
Public Service of NH	- Aerial
Franklin Waste Water Treatment Plant	- Underground
Fairpoint Communications	-Aerial
Belmont Water & Sewer Department	-Underground

Water Quality/ Stormwater Management/ Surface Waters

The Department has conducted a search of the project area for known impairments to water quality using internal resources as well as the DES *OneStop Mapping Tool*, a geo-referenced online database of environmental resources in New Hampshire. The results of that search revealed that there are no impaired waters within one mile of the proposed project limits.

Phase I of the National Pollutant Discharge Elimination System (NPDES Phase I) was designed to regulate stormwater runoff discharges on construction sites that disturb five (5) or more acres of property. In 1999 EPA expanded the NPDES Program by designating additional sources of storm water for regulation to protect water quality. This new, expanded program is called NPDES Phase II.

The newer Phase II regulations further regulate sources of nonpoint source pollution, the leading cause of water quality degradation in the United States. Phase II affects “small construction sites,” or those that disturb greater than one (1) acre. The Phase II Construction General Permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for each construction project disturbing more than one (1) acre. In order to protect all receiving waterbodies, the contractor shall prepare a SWPPP 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. Prior to the commencement of work, the contractor shall submit the erosion control and stormwater management plan specific to this project to the Bureau of Environment for review. The plan shall be approved by the Department and implemented and monitored as noted.

Wetlands

An intermittent stream (R4SB3) flows from north to south originating on the west side of NH Route 106 and north of Seavey Road. The stream crosses under Seavey road through a 36” CMP and continues south. The vegetation surrounding the intermittent stream both north and south of Seavey Rd. indicate a (PEM1E) wetland. Once the intermittent stream enters the woods line south of Seavey Rd the vegetation indicative of a PEM1E wetland ceases. The intermittent stream continues to flow further south eventually entering a 36” RCP that crosses under NH Route 106 and outlets on the east side of the road continuing to flow south through another PEM1E wetland.

The proposed action was selected because it minimized impacts to the wetlands. The design that was selected proposes the least amount of fill while accommodating the widening the roadway slope embankments to facilitate the proposed turning lanes. A standard dredge and fill application is anticipated for the slope impacts and the impacts associated with the replacement of 4 pipes on of which is a 36” CMP located under Seavey Road and the structure further downstream that crosses under NH Route 106 and two pipes on the northern end of the project collecting water in catch basins on the eastern side of NH Route 106 outletting into the wetland on the western side.

Floodplains

The Office of Energy and Planning was contacted early in the design stages of this project to determine if there were any floodplains within the project limits that would be impacted. The NH Floodplain Management Coordinator determined that the proposed project is not located in a special flood hazard area and therefore requires no further action in regards to the requirements of the National Flood Insurance Program (Exhibit 11).

Wildlife/Fisheries/Endangered Species/Natural Communities

Based on the USFWS website, the NHDOT was able to determine that there are no Federally-listed Threatened or Endangered species in the Town of Belmont. (Exhibit 4)

The NHDOT has also coordinated with the NH Natural Heritage Bureau (NHNHB) and NH Fish and Game (NHFG) to determine if there were any State-listed threatened or endangered species and/or natural communities within the project area. The proposed project was reviewed by the staff of the NH Natural Heritage Bureau and/or the Nongame and Endangered Species Program and it was determined that there will be no impacts associated with the proposed project (Exhibit 5).

Hazardous Materials/Contamination

The Department has conducted a search of the project area for known contamination and /or remediation using the DES *OneStop Mapping Tool*, a geo-referenced online database of environmental resources in New Hampshire. The results of that search revealed that there was a potential hazard located at the intersection of NH Route 106 and Seavey Road. However, the results of the remediation were not available. Through coordination with NH DES's Waste Management Division the Department was able to determine that there is an unknown status of contamination located at this site. The DES staff indicated that the site known as Pike Automotive located at the current Belknap Repair Service was on file for once having open floor drains. The drains have since been sealed. However, DES indicated that there were no records indicating that any soils investigations were conducted to determine if contamination was present. As such, the Department does not anticipate contamination, however should the contractor encounter contaminated soils and/or water they shall cease operations and immediately contact the Bureau for Environment's Contamination Program Manager to determine if further review or documentation is required.

Cultural Resources

Based on the limited scope-of-work and level of disturbance, there will be "no historic properties affected" by this project. Work on Seavey Road will be limited to the extent of existing pavement and shoulders. Work shall be limited in front of the white house off of Seavey Road. If changes in design and/or right-of-way involvement/easement areas occur subsequent to the date of this Note to File, further review will be initiated at that time.
(Exhibit 7).

Construction Impacts

The construction of this project is anticipated to cause temporary increases in noise and dust levels within the project area. All standard measures will be employed to ensure such increases are minimized to the extent practicable and limited to the construction period.

Dust control measures will be implemented throughout construction. Typical dust control measures include traffic control, construction phasing, and application of water, and temporary stabilization practices, to control mobilization of dust.

Standard pollution prevention measures will be employed to assure all negative impacts are avoided and/or minimized to the maximum extent practicable.

Access to all properties will be maintained throughout construction. Through traffic at the intersection shall be maintained during construction, although traffic may need to run on gravel surfaces for short periods of time. Any temporary suspensions of through traffic will be held to an absolute minimum.

Coordination and Public Participation

Meetings were held periodically throughout development of project, with various Federal, State and local agencies. Project review meetings were held on the following dates:

<u>Date</u>	<u>Topic</u>
12/20/2013	Natural Resource Agency Coordination Meeting
N/A	Cultural Resource Agency Meeting
2/08/2014	Public Hearing (Scheduled)

Letters were sent to various Federal, State and local agencies, as well as the general public, requesting input on this project on the following dates:

<u>Agency / Organization</u>	<u>Contact</u>	<u>Date Sent</u>	<u>Date Reply Received</u>
Belmont			
Chairman of Selectman	Jon Pike	9-16-2011	-
Conservation Comm	Ken Knowlton	9-16-2011	-
Fire Chief	David Parenti	9-16-2011	-
Historic Society	Wallace Rhodes	9-16-2011	-
Police Chief	Vincent Baiocchetti	9-16-2011	-
Pub Works Director	James Fortin	9-16-2011	9-20-2011
Town Planner	Candace Daigle	9-16-2011	-
DRED (LWCF)	Jane Carey	9-16-2011	10-5-2011
Cons. Land Stewardship (CLS)	Steve Walker	9-16-2011	9-29-2011
Office of Energy and Planning	Jennifer Gilbert	9-16-2011	9-30-2011

Natural Heritage Bureau	Melissa Coppala	9-16-2011	9-16-2011
	(Updated)	12-10-2013	12-10-2013
Chief of Labor Compliance	Jay Ankenbrock	9-16-2011	9-20-2011

Summary of Environmental Commitments

The following environmental commitments have been made for this project.

- 1) All appropriate permits from the NH Department of Environmental Services and US Army Corps of Engineers must be obtained prior to the commencement of any work within jurisdictional wetlands. (Highway Design, Environment, Construction)
- 2) This project requires coverage under the Environmental Protection Agency's National Pollutant Discharge Elimination System's (NPDES) Construction General Permit (CGP). Therefore, a Notice of Intent must be filed and the Contractor shall prepare a Stormwater Pollution Prevention Plan (SWPPP), to be submitted to the Department at least 15 working days prior to the start of construction. (Construction)
- 3) Prior to the commencement of work, the contractor shall submit a stormwater pollution prevention plan specific to this project. The plan shall be approved by the Department and implemented and monitored as noted. (Construction/ Environment)
- 4) Precautions will be employed to minimize noise, dust, and vibrations during the construction period, primarily for the abutting receptors located adjacent to the project area. (Construction).
- 5) Hazardous waste remediation sites are located within the project area (Parcel # 4). While concerns associated with these sites are not anticipated during construction, if any visual or olfactory indications of the presence of contamination are encountered during excavation, the Bureau of Environment shall be notified immediately and construction shall be discontinued until the situation is assessed.
- 6) No invasive plants have been identified within the project area. Appropriate Best Management Practices shall be utilized to prevent the introduction of invasive plants during construction. (Construction)
- 7) Access to all properties shall be maintained throughout construction. (Highway Design, Construction)
- 8) All work shall be located within existing State right-of-way or easements. If the scope of work changes and necessitates work outside the right-of-way or easements, work cannot be

completed without additional coordination with the Bureau of Environment. (Construction, Environment)

Exhibits

Exhibit 1 – Topo 1:24,000

Exhibit 2 – Aerial Photo

Exhibit 3 – Project Plan

Exhibit 4 – Env. Justice

Exhibit 5 – USFWS MEMO

Exhibit 6 – NHB Results

Exhibit 7 – Cultural Note to File

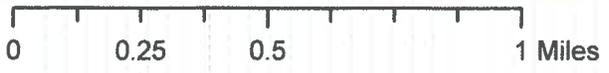
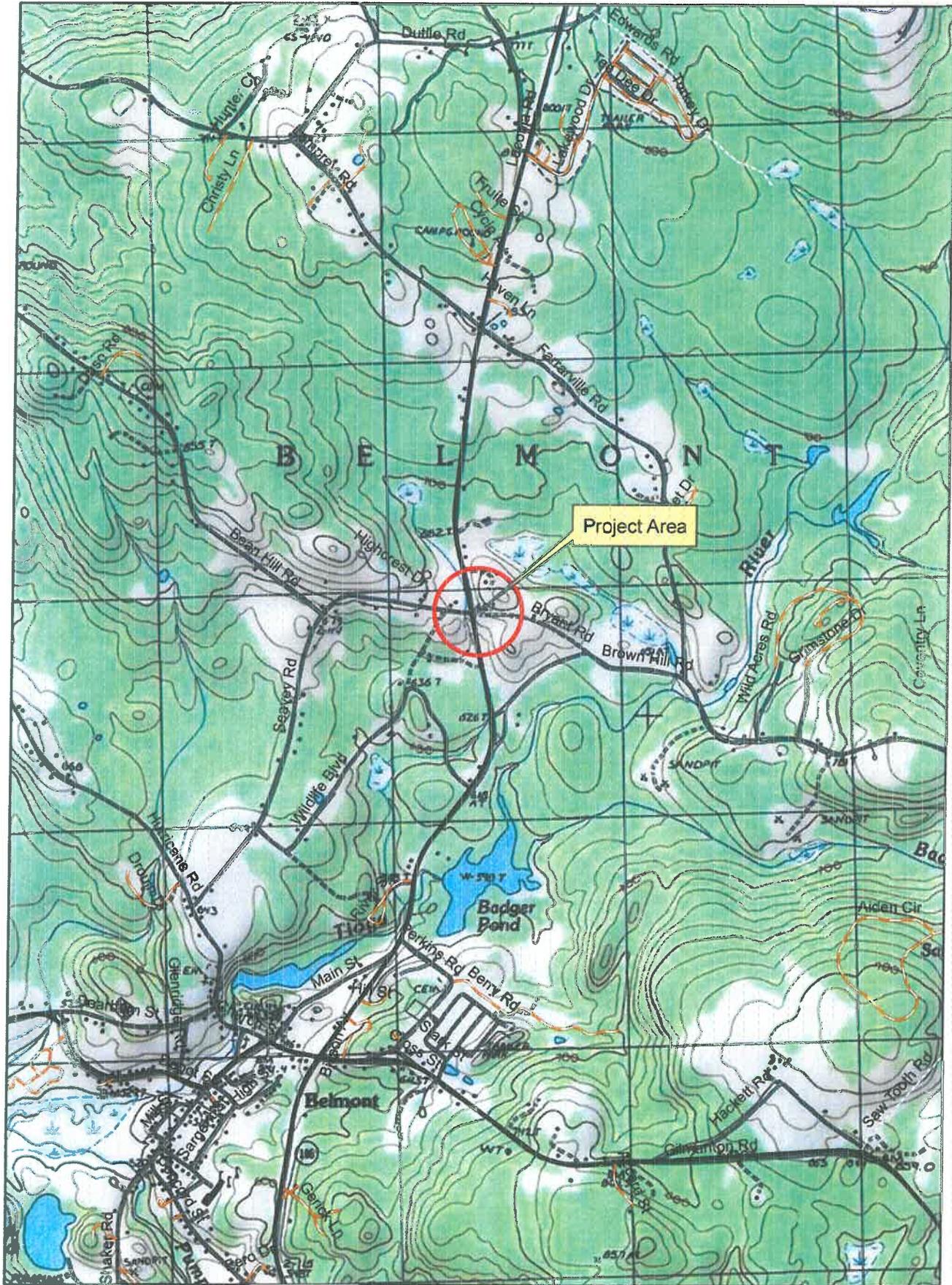
Exhibit 8 – OEP Floodplains

Exhibit 9 – DRED (LCWF)

Exhibit 10 – LCIP Email

Exhibit 11 – Photos

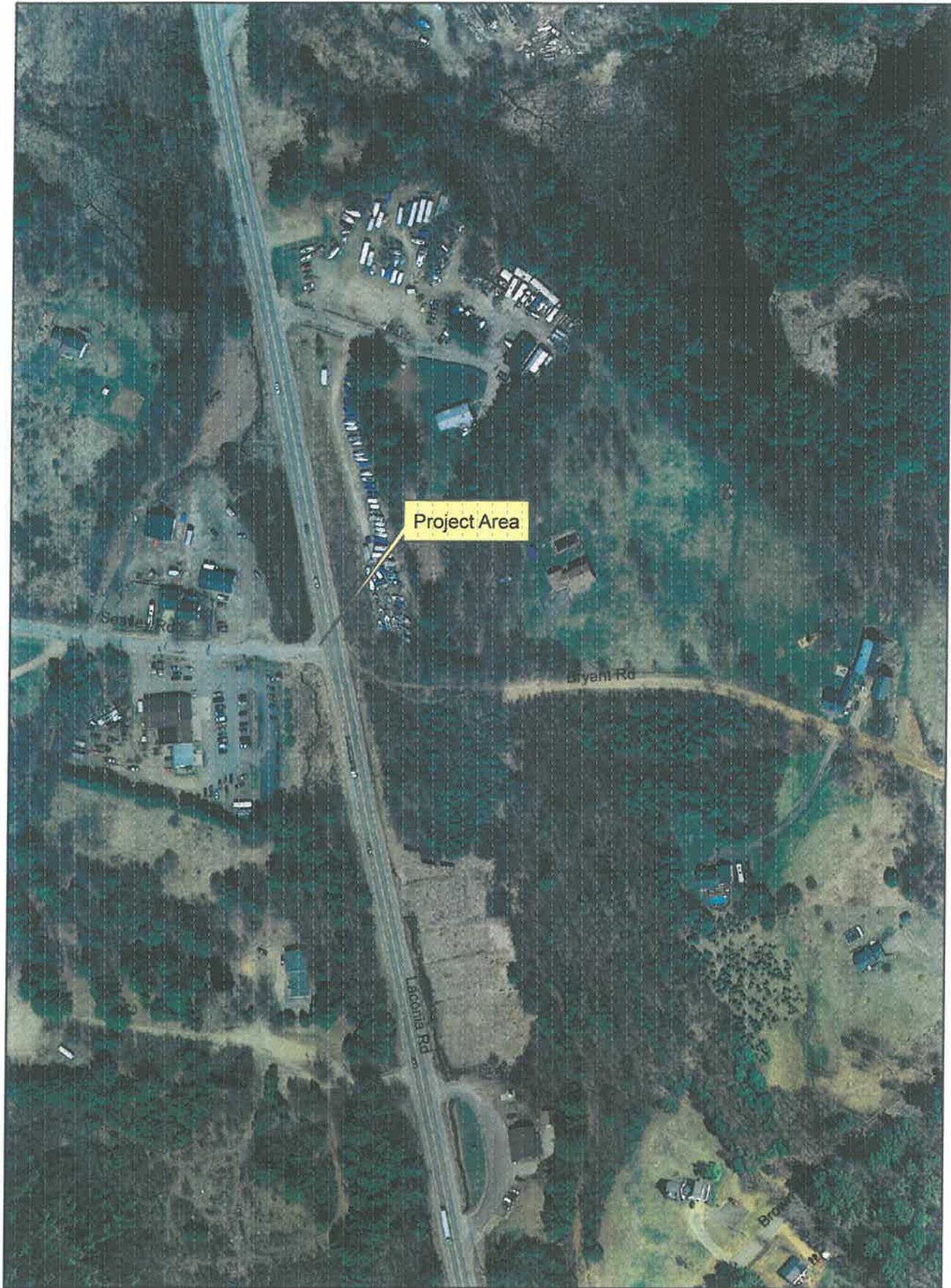
Belmont 16203



1:24,000

EXHIBIT 1

Belmont 16203



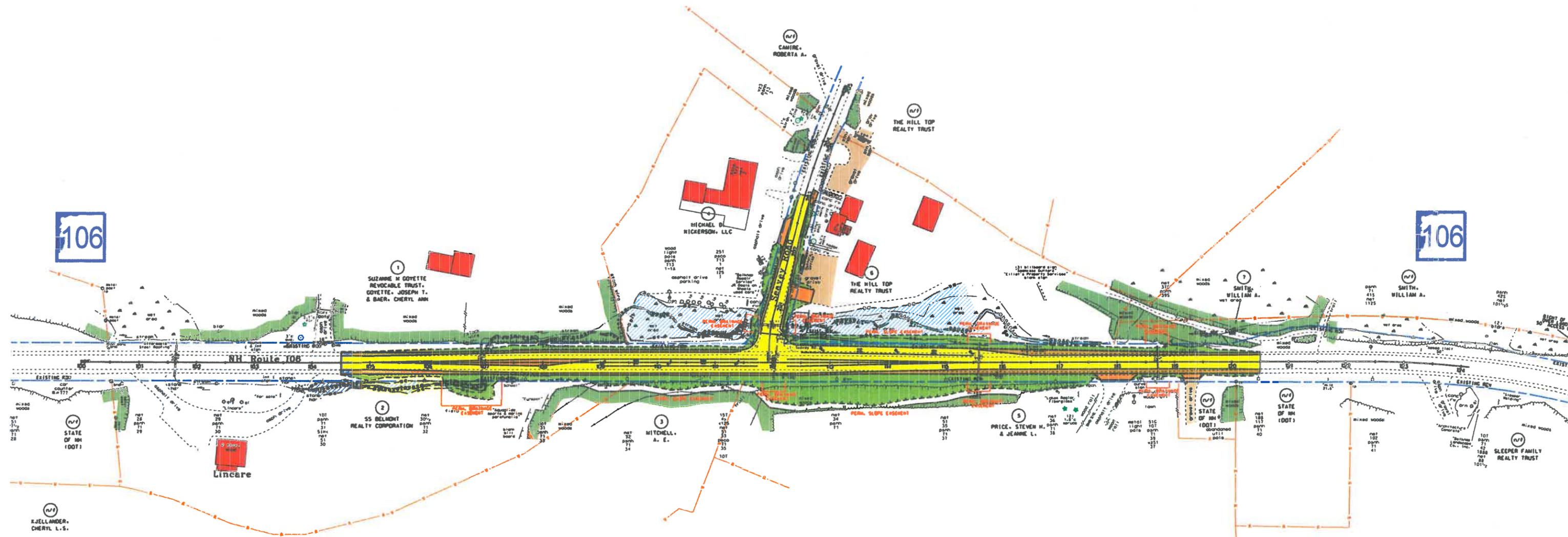
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EXHIBIT 2

106

106

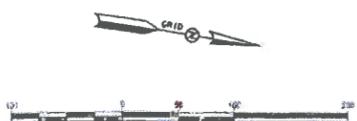


LEGEND

- Travel Way of Proposed Roadway
- Shoulder of Proposed Roadway
- Access: Points to Proposed Roadway (Drives, etc.)
- Approximate Limit of Slope Work and Landscaping
- Existing Pavement (Roadways, Drives, Sidewalks, etc.)
- Existing Gravel Surface (Drives, Paths, etc.)
- Water (Rivers, Streams, Lakes, Ponds, Swamps, etc.)
- Buildings
- Wetlands
- Property Lines
- Existing R.O.W. (Right-of-Way)
- Proposed Easement (Right-of-Way)
- Proposed R.O.W. (Right-of-Way)



BELMONT 16203 X-A001(183) LEFT & RIGHT TURN LANES ONLINE SAFETY IMPROVEMENTS



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION

RECEIVED
BUREAU OF ENVIRONMENT
SEP 21 2011

NH DEPARTMENT OF
TRANSPORTATION

DATE: September 20, 2011
FROM: *JA* Jay Ankenbrock, Chief of Labor Compliance
TO: Matt Urban, Environmental Manager, Bureau of Environment
RE: Environmental Justice Population Analysis, Project: Belmont 16203

Please see the attached EJ Population Analysis that was completed on June 3, 2011 for Michael Dugas. Please note 2000 Census data was used for this analysis, as the 2010 data has not been loaded into the database.

If you have any questions please contact me at 271-2467.

Encls: EJ Population Analysis

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
INTER-OFFICE COMMUNICATION**

DATE: June 3, 2011
FROM: Jay Ankenbrock, Chief of Labor Compliance, Executive Office
TO: Michael Dugas, Chief of Preliminary Design, Highway Design
RE: Environmental Justice Population Analysis, Project: Belmont 16203

The attached analysis and recommendations are provided pursuant to Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 & 13166. The intent of these statutes is to ensure fair and full participation and the equal receipt of benefits under Federally-assisted programs. Your efforts to accommodate and encourage participation by traditionally underserved groups, where significant, will ensure program access and minimize the potential for disproportionate project impacts on protected groups.

The table entitled "EJ Population Analysis" shows the presence of protected groups that might be impacted by the project. Personnel responsible for project planning/design and the coordination of public meetings/hearings should use this analysis to guide their outreach efforts under Title VI and in support of developing a context sensitive solution. Based on the availability of information and where appropriate, we have included specific outreach recommendations to facilitate public comment from underrepresented groups.

Please note 2000 Census data was used for this analysis, as the 2010 data has not been loaded into the database.

If you have questions regarding this analysis, please contact me @ 271-2467.

Encls: EJ Population Analysis

Cc: Peter Crouch, Traffic Systems Engineer, Bureau of Traffic
Charlie Hood, Administrator, Bureau of Environment
Bill Oldenburg, Administrator of Highway Design

EJ Population Analysis for Project: Belmont 16203

STUDY AREA	AVG% Elderly Population (P8)	AVG % Minority Population (P6)	AVG % Low-income Population (P87)	Disabled Sensory (P41)	AVG% Disabled Population Physical	AVG% LEP (P19)
Impacted Area – Belknap County US Census Tract #9658 Block Groups 1, 2, 3, & 4.	11.64%	2.67%	4.26%	3.34%	8.50%	0.110%
Surrounding Area Belknap County, Census Tract #9656, Block Groups 1 & 2. Census Tract #9659, Block Group 1. Census Tract #9664, Block Group 4 & 5. Merrimack County, Census Tract #440, Block Group 2.	12.10%	1.51%	4.91%	3.53%	5.97%	0.31%
REMARKS: * The population percentage identified is meaningfully greater than the surrounding area and constitutes an EJ population. Characteristics of this particular study area indicate that targeted outreach efforts to solicit public participation should be taken. LEP Definition: Where there is a population of people who speak English as a second language less than well (“not well” or “not at all” as indicated by the U.S. Census data). When a particular LEP language group constitutes 5% of the impacted population, the Department is required to translate public information meeting notices and take appropriate measures to ensure language access. If this requirement exists, the Project Manager should contact the Title VI Coordinator for further assistance.						

Impacted Area: The impacted area was defined by the project limits and the area in the immediate vicinity that most closely corresponds to the boundaries of Census Tracts and Block Groups

Surrounding Area: All Census Tracts and Block Groups outside of, and immediately adjacent to, the impacted area

Special Considerations: Special consideration should be given to any project features that affect pedestrian accessibility. This project constitutes an alteration in accordance with Title II of the Americans with Disabilities Act. As such, minimum ADAAG accessibility requirements apply, unless deemed technically infeasible. For more information, I have provided a link to the Draft Public Rights-of-Way Guidelines (PROWAG). Although these guidelines will not be enforceable until they have been adopted by the US DOJ and US DOT, the FHWA considers them to be the most current recommended best practices in pedestrian facility design: <http://www.access-board.gov/rowdraft.htm#Text>.

Outreach Recommendations:

In consideration of the populations above, we are providing contact information for all known agencies and subsidized housing units serving the above groups within the project area. These contacts should be included in your notification list for public information meetings and hearings related to this project:

<u>Resident/Agency Address</u>	<u>Org/Housing Type</u>	<u>Contact Name/Number</u>
Great Brook Village 10 Great Brook Dr Belmont, NH 03220	Seniors	603-267-7600
Belmont Senior Center PO Box 214 14 Mill Street Belmont, NH 03220	Seniors	Brenda Fortier 603-267-9867



United States Department of the Interior



FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
<http://www.fws.gov/newengland>

January 7, 2013

To Whom It May Concern:

The U.S. Fish and Wildlife Service's (Service) New England Field Office has determined that individual review for specific types of projects associated with highway maintenance and upgrade activities **is not required**. These comments are submitted in accordance with provisions of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Due to the high workload associated with responding to many individual requests for threatened and endangered species information, we are attempting to reduce the number of correspondences we conduct. We have evaluated our review process for highway maintenance actions and believe that individual correspondence with this office is not required for the following types of actions on existing roadways:

1. resurfacing projects;
2. intersection improvements, including the construction of traffic signals;
3. routine maintenance and installation of guard rails;
4. lighting improvements.

In regard to other proposed highway actions along existing rights-of-way, your review of the list of threatened and endangered species locations in Vermont, New Hampshire, Rhode Island, Connecticut and Massachusetts (available on our website, see below) may confirm that no federally-listed, endangered or threatened species are known to occur in the town or county where the project is proposed. If a listed species is present in the town or county where the project is proposed, further review of the information provided on our website may allow you to conclude that suitable habitat for the species will not be affected. For example, our experience demonstrates that there will be few, if any, highway projects that are likely to affect endangered roseate terns, threatened piping plovers, endangered Jesup's milk-vetch, or other such species found on islands, coastal beaches or in riverine habitats.

January 7, 2013

For projects that meet the criteria described above, there is no need to contact this office for further project review. A copy of this letter should be retained in your file as the Service's determination that no listed species are present, or that listed species in the general area will not be affected. This correspondence remains valid until January 1, 2014. Updated consultation letters and species lists are available on our website:

(<http://www.fws.gov/newengland/EndangeredSpec-Consultation.htm>)

Thank you for your cooperation, and please contact Mr. Brett Hillman of this office at 603-223-2541 for further assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'T. Chapman', written over a horizontal line.

Thomas R. Chapman
Supervisor
New England Field Office



New Hampshire Natural Heritage Bureau

To: Matt Urban
7 Hazen Dr.
Concord, NH 03301

Date: 12/10/2013

From: NH Natural Heritage Bureau

Re: Review by NH Natural Heritage Bureau of request dated 12/10/2013
NHB File ID: NHB13-3705

Applicant: Matt Urban

Location: Tax Map(s)/Lot(s):
Belmont

Project Description: Add Northbound left turn land and south bound right turn lane onto Seavey Rd. off of NH Route 106. Minor drainage improvements.

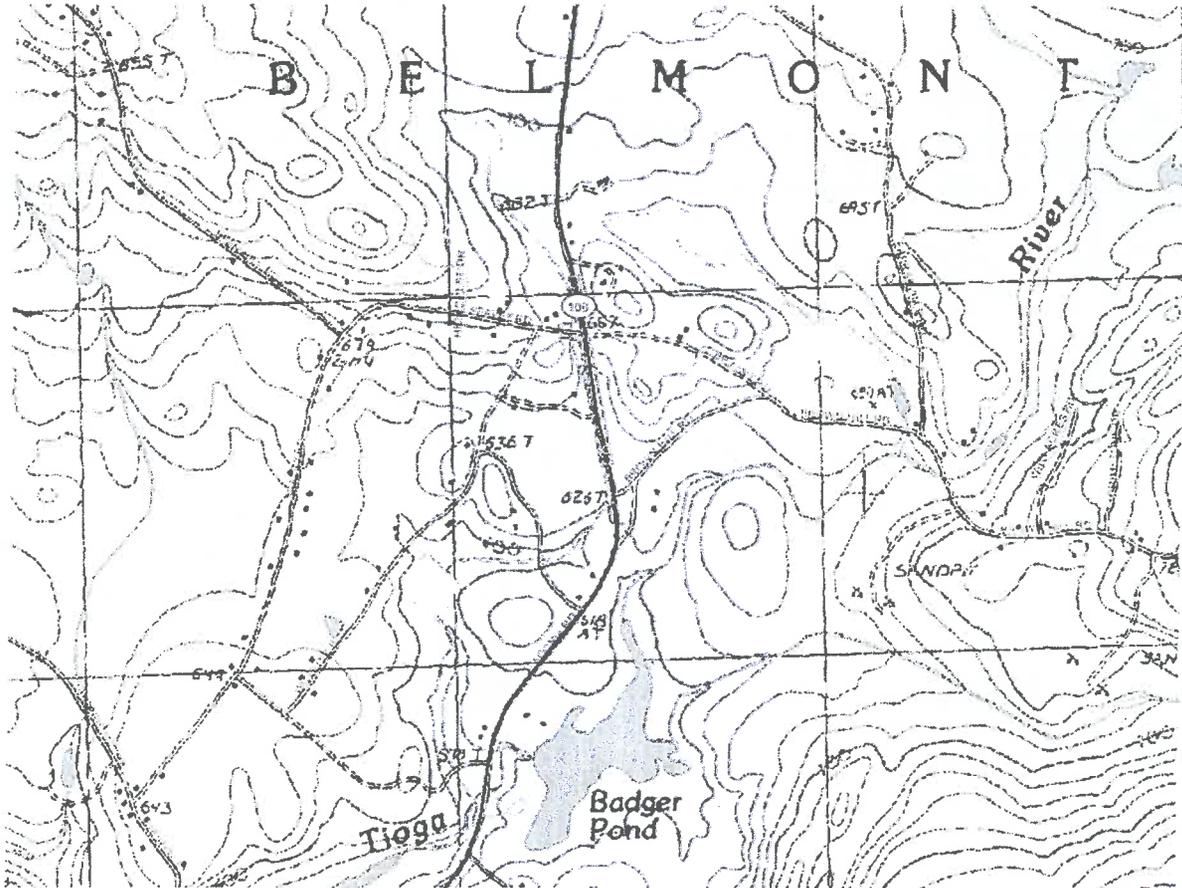
The NH Natural Heritage database has been checked for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government. We currently have no recorded 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. An on-site survey would provide better information on what species and communities are indeed present.

This report is valid through 12/9/2014.



MAP OF PROJECT BOUNDARIES FOR NHB FILE ID: NHB13-3705



STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENT

NOTE TO FILE

Date: May 30, 2012


From: Matt Urban
Environmental Manager

Subject: Belmont, X-A001(183), 16203

RE: Cultural Resources

Located along a section of NH Route 106, the proposed project involves the addition of a dedicated northbound left turn lane and a south bound right turn lane at the intersection of NH Route 106 and Seavey Rd. in the Town of Belmont.

Based on the limited scope-of-work and level of disturbance, there will be "no historic properties affected" by this project. Work on Seavey Road will be limited to the extent of existing pavement and shoulders. Work shall be limited in front of the white house off of Seavey Road. If changes in design and/or right-of-way involvement/easement areas occur subsequent to the date of this Note to File, further review will be initiated at that time.

S:\PROJECTS\DESIGN\16203\cultural\NTFCultres.doc



JOHN H. LYNCH
GOVERNOR

**STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING**

4 Chenell Drive
Concord, NH 03301-8501
Telephone: (603) 271-2155
Fax: (603) 271-2615



www.nh.gov/oep

MEMORANDUM

TO: Matt Urban
DOT Bureau of Environment

FROM: Jennifer Gilbert
NH Floodplain Management Coordinator

DATE: September 30, 2011

SUBJECT: Belmont, 16203

I am writing in reference to your letter dated September 16, 2011 regarding the above-referenced project. I have reviewed and attached the Flood Insurance Rate Map for the proposed area. It appears the proposed project is not located in a special flood hazard area and therefore requires no further action in regards to the requirements of the National Flood Insurance Program.

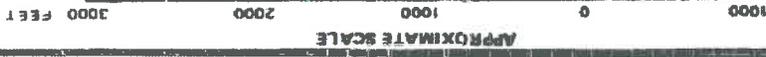
If you need further assistance, please contact me at 271-2155 or jennifer.gilbert@nh.gov.

Thank you.

MAP REVISED
6/25/76

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration
TOWN OF BELMONT, NH
(BELKNAP CO.)

06



This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

JOINS 09

ZONE A
6/25/76



STATE OF NEW HAMPSHIRE
INTER-DEPARTMENT COMMUNICATION

To: Matt Urban
Environmental Manager
Department of Transportation
Bureau of Environment

From: Jane Carey
Program Specialist
Dept. of Resources and Economic Development
Division of Parks and Recreation

Date: October 5, 2011

Subject: Belmont, 16203

RECEIVED
OCT 07 2011
DEPARTMENT OF
TRANSPORTATION

This communication is in response to your memo dated September 16, 2011 regarding the improvement of safety conditions at the intersection of Seavey Road and NH Route 106 by adding a northbound left turn lane.

There are two Land and Water Conservation Fund (LWCF) 6 (f) properties in the town of Belmont. They are project numbers and names:

33-00191 Lochmere Site Acquisition
33-00567 Belmont Recreation Area, Sargent Park

I have checked into our project files, and based on the map and description you have provided, it does not appear that there are any Land and Water Conservation 6 (f) properties in the area of the above mentioned project.

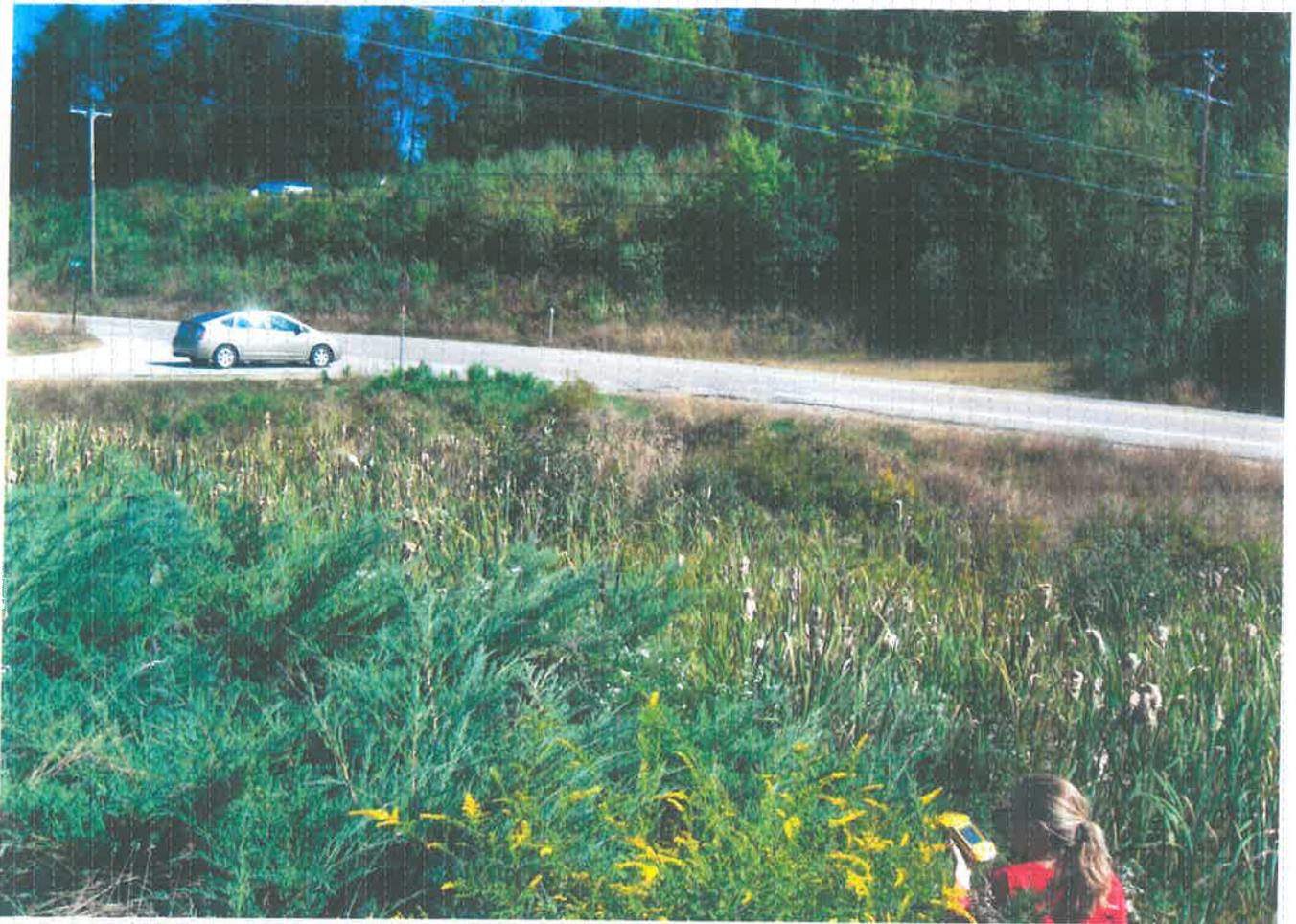
Should you have any questions please contact me at 271-3556 x 212 or at Jane.Carey@dred.state.nh.us

JC/jc

Matt Urban

From: Walker, Steve [Steve.Walker@nh.gov]
Sent: Thursday, September 29, 2011 9:41 AM
To: Matt Urban
Subject: Belmont 16203

Hi Matt, There are no LCIP properties in the project area. Thanks, Stephen



WETLAND AREA

9/19/11



AUTUMN OLIVE

9/19/11

EXHIBIT 11



VIEW SOUTH NH RTE 106

9/19/11



STREAM CHANNEL IN WOODS LINE

9/19/11



INLET TO STRUCTURE THAT CROSSES NH RTE 106

9/19/11



WETLAND EAST SIDE OF NH RTE 106.

9/19/11



SEAVEY Rd. VIEW TOWARDS NH ROUTE 106

9/19/11



PROPERTY NORTH SIDE OF SEAVEY Rd.

9/19/11



BARNYARD CLASSICS "CAR DEALER"

9/19/11



BELKNAP REPAIR SERVICE -

9/19/11



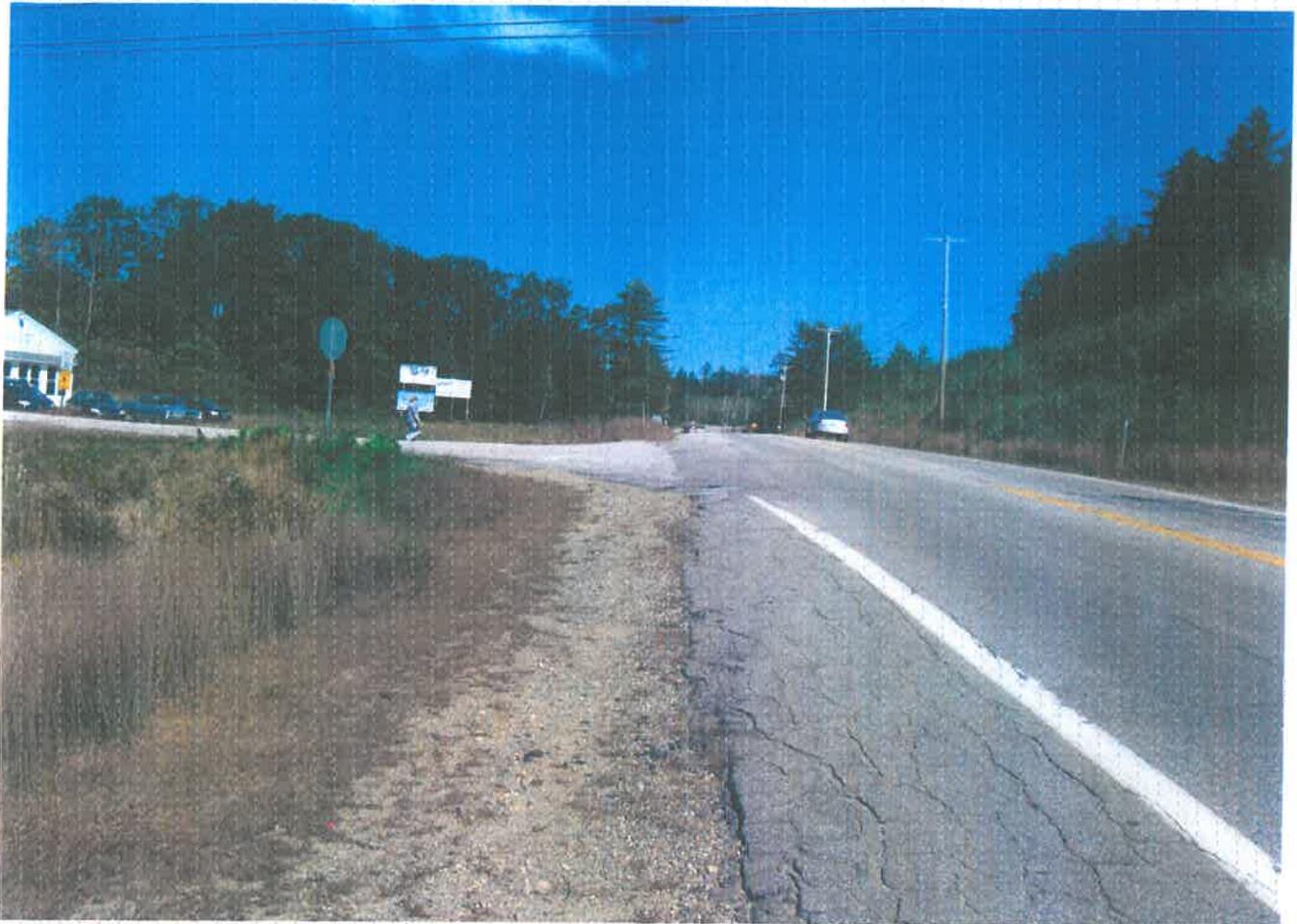
BELKNAP REPAIR SERVICE

9/19/11



WETLAND VIEW NORTH FROM SEAVEY Rd.

9/19/11



NH ROUTE 106 VIEW NORTH TO INTERSECTION W/ SEAVEY Rd. 9/19/11



VIEW WEST Looking UP SEAVEY Rd. 9/19/11



SEWEY RD. INLET WITH HEADWALL

9/19/11



SEWEY RD. OUTLET NO HEADWALL

9/19/11



BUCKTHORN - INVASIVE

9/19/11



SECONDARY DRAINAGE FROM NH ROUTE 106 CB

9/19/11



WETLAND NORTH OF SEAVEY Rd VIEW FROM NH ROUTE 106 9/19/11



WETLAND

9/19/11



WETLAND SOUTH OF SEAVEY Rd.

9/19/11



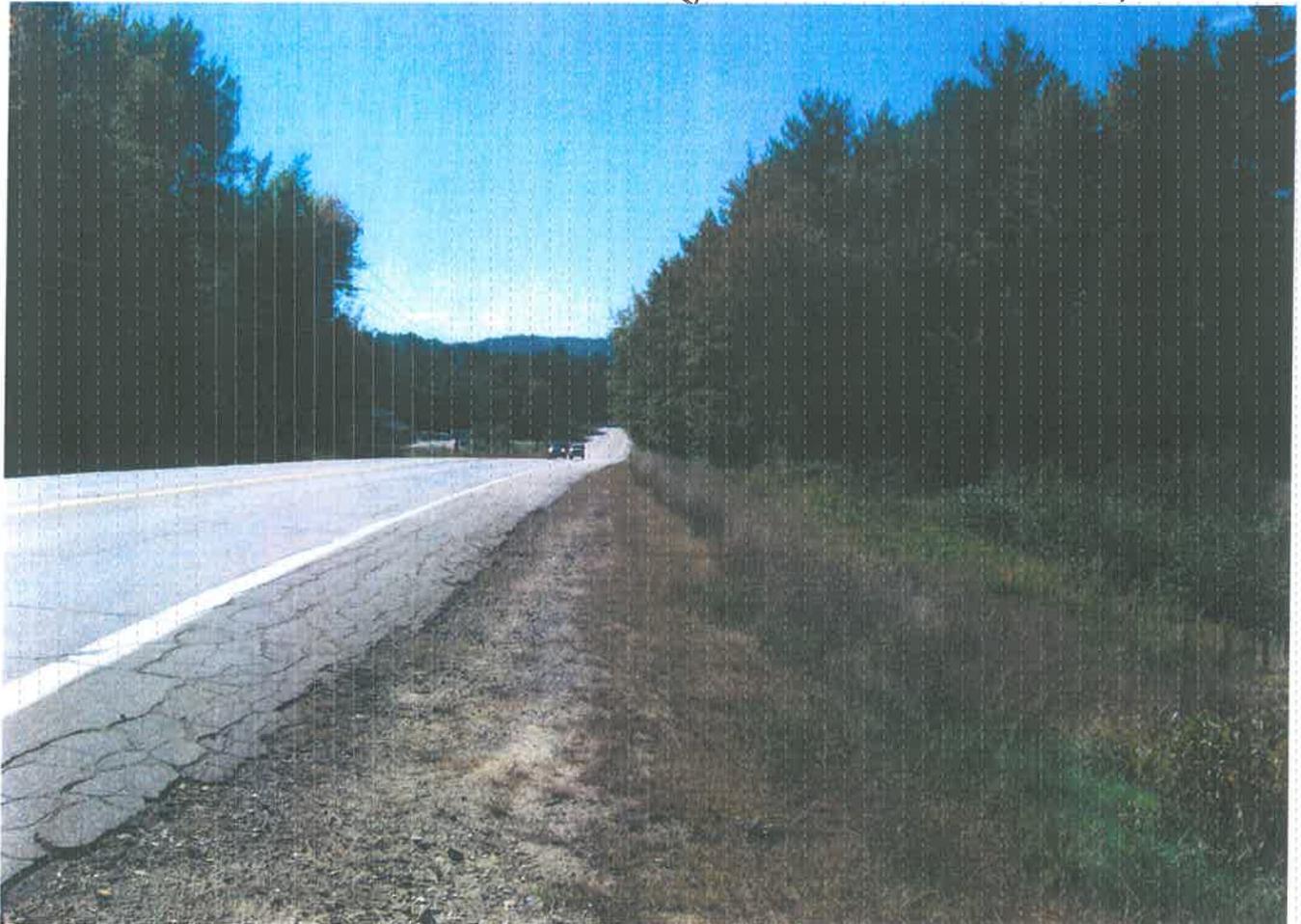
WETLAND SOUTH OF SEAVEY Rd.

9/19/11



WETLAND VIEW SOUTH FROM SEAVEY Rd.

9/19/11



VIEW SOUTH LOCKING DOWN NH ROUTE 106

9/19/11



SCATTERED INVASIVES ALONG EAST SIDE OF NH RTE 106

9/19/11



CB

9/19/11



PROPERTY EAST SIDE OF NH RTE 106

9/19/11



BILLBOARDS EAST SIDE NH ROUTE 106

9/19/11



106/SEAVEY Road intersection

9/19/11